

The Delaware and Hudson Canal Company
Addendum I (December 31, 2018) to
S. Robert Powell's Twenty-four Volume Series on the
Delaware and Hudson Railroad



Looking Down at the Lackawaxen River from the Head of Plane No. 14 on the Delaware and Hudson Gravity Railroad Light Track. In this photo, taken by the author on September 4, 2018, we see the abutment on the South shore of the Lackawaxen River for the Honesdale and Clarksville turnpike bridge that was erected there over the Lackawaxen River, probably in 1830, and used until no later than 1845, when the second configuration of the Gravity Railroad was installed.

By

S. Robert Powell

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Introduction

On October 9, 2018, one hundred and eighty-nine years after the opening of the D&H Gravity Railroad, the final four volumes (Volumes XXI-XXIV) in S. Robert Powell's 24-volume series on the D&H were published. The recording by the author of data about the D&H did not, to be sure, come to an end on that day. On the contrary, the process of learning and recording data about the D&H is for the author, a life-long, on-going process.

Presented in *Addendum I (December 31, 2018) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad* are materials that we have learned about the D&H in the period October 10, 2018--December 31, 2018. All of these D&H materials will ultimately be incorporated into the volumes in the author's 24-volume series. In the meantime, they are here, and ready to be "incorporated" into that 24-volume series.

Table of Contents

1. Philo Callender Gritman and his wife, Jane (Ball) Gritman; pp. 7-15
2. D&H Car-Building Contest, Oneonta, NY, May 8, 1924; pp. 16-18
3. "Deed No. 133 [signed May 16, 1859] The Del & Hud Canal Co. to Jacob Ulmer, filed Jan 9th 1861"; pp. 19-26
4. The Albany & Susquehanna Rail Road full-page ad in the 1867 *New York State Business Directory*, p. 1009; pp. 26-27
5. Visit to Plane No. 14 on the D&H Gravity Railroad, April 11, 2018; p. 28
6. "The Four D&H Car-Building Contests" by S. Robert Powell, Ph.D.; pp. 28-30
7. The material on Challengers that became an article by SRP that was published in the October 2018 issue (pp. 12-13, 15) of the *Bridge Line Historical Society Bulletin*; pp. 30-36
8. Builder's card "Mallet Freight Type 4-6-6-4, built 1945"; p. 36
9. Photo of D&H Challenger No. 1005; p. 37
10. Father Mathew Total Abstinence Society, John Connell's pledge, January 9, 1970; p. 37
11. Gravity Park, Carbondale, before the D&H Gravity Monument was erected; p. 38
12. Unidentified roundhouse; p. 38
13. Will Durand: from hunting to agriculture, from agriculture to industry; p. 39
14. "More on Owney, the Celebrated Traveling Dog" by S. Robert Powell, and additional Owney material; pp. 39-45
15. Delaware Hudson Transportation Heirtage Council Bus Tours, April 30 and May 6, 2018; pp. 45-46
16. Photos at Plane No. 14; pp. 47-50
17. D&H Time Table, June 27, 1876; p. 51
18. D&H Board of Managers, 1875; p. 52
19. Mr. Robinson and a D&H Engine, comment by John V. Buberniak; p. 53
20. D&H Engine No. 1216; p. 54
21. Three railroad items from Carbondale newspapers in the period June 12, 1885--November 11, 1886; pp. 54-57
22. Three significant tropical hurricanes, 1850; pp. 58-59
23. Roller skating in Carbondale in the 1880s; pp. 59-60
24. Bullhead fishing on Stanton's Pond, July 1876; p. 60

25. *The Jefferson Railroad Company A History* by John V. Buberniak, January 1993; pp. 61-64
26. North Branch Canal; p. 64
27. D&H stock pens; pp. 64-66
28. D&H Passenger and Freight Station at Carbondale, 1968; p. 67
29. D&H engines and L. F. Loree; p. 67
30. "Historic Shrines in a Summer Paradise"; D&H flyer; pp. 68-70
31. *Scranton Division of The New York Ontario & Western Railway*; pp. 71-81
32. "The D&H Canal and the Hudson River" by Bill Merchant (04/27/2018); pp.82-86
33. Miscellaneous D&H papers from Fred Swingle, Jr.; pp. 87-96
34. Ten issues of *The D&H Newsletter* that were published in the period November-December 1976--October 1981, donated to the Carbondale D&H Transportation Museum in June 2018 by Fred Swingle, Jr.; p. 97
35. A copy of *Circular No. 119-A* (Effective September 1, 1916), that was issued by the Transportation Department of The Delaware and Hudson Company "For Exclusive Use of Employees; donated to the Carbondale D&H Transportation Museum by Fred Swingle, Jr. on June 29, 2018; pp. 98-107
36. Miscellaneous D&H papers from Fred Swingle, Jr. on June 29, 2018; pp. 108-111
37. Miscellaneous D&H papers from Fred Swingle, Jr. on June 29, 2018; pp. 112-119
38. Miscellaneous D&H papers from Fred Swingle, Jr. on June 29, 2018; pp. 120-121
39. Miscellaneous D&H papers from Fred Swingle, Jr. on June 29, 2018; pp. 121-122
40. Miscellaneous D&H papers from Fred Swingle, Jr. on June 29, 2018; pp. 123-124
41. "The Four D&H Car-Building Contests" by S. Robert Powell, as published in the May 2018 issue of the *Bridge Line Historical Society Bulletin*; pp. 125-126
42. "The Four Carbondale D&H Roundhouses" by S. Robert Powell, as published in the June 2018 issue (pp. 8-10) of the *Bridge Line Historical Society Bulletin*; pp. 127-132
43. "D&H Challenger No. 1502 on the Carbondale Turntable" by S. Robert Powell, as published in the September 2018 issue of the *Bridge Line Historical Society Bulletin*; pp. 133-137
44. S. Robert Powell's article, "Photos of the 1925 D&H Car-Building Contest" that were submitted to the *Bridge Line Historical Society Bulletin* for publication; pp. 138-140
45. S. Robert Powell's article titled "The D&H Gravity Railroad: Five Configurations (Part 1) that was submitted for publication to the *Bridge Line Historical Society Bulletin* on July 2, 2018; pp. 140-144
46. Carbondale D&H coal pockets; p. 145
47. Stock cars and pens on the D&H; pp. 145-148
48. D&H Turntables in 1921; p. 149
49. Rosters of D&H Engineers and Firemen, November 1, 1921; pp. 150-155
50. Dedication of Official State Historical Marker in Gravity Park, Carbondale, January 3, 1999; pp. 156-159
51. There were 41 tracks in the D&H yard in Carbondale; p. 160
52. As early as 1983, John V. Buberniak and S. Robert Powell (who met in 1982) were actively promoting the history of the Delaware and Hudson Canal Company through public lectures; pp. 160-161
53. The three primary divisions of the D&H Canal; pp. 162-164
54. Panther Bluffs clipping, November 11, 1981; pp. 165-166
55. PA National Guard train from Carbondale, September 10, 1950; p. 167
56. D&H Timetable, July 1, 1892; pp. 168-171
57. D&H offices in Carbondale on North Main Street closed June 25, 1958; p. 172
58. Seven D&H Viaduct photos by Mike Bischak; p. 173

59. William White elected president of the D&H, 1954; pp. 173-175
60. White "to boost D&H traffic volume" in 1954; pp. 175-176
61. Jefferson Branch sold to D&H in 1955; pp. 177-178
62. D&H scrapped 798 old wooden hopper cars in 1955; pp. 178-179
63. Biographical portraits of selected D&H men, as reported in the August 8, 1921 issue of *The Scranton Republican*; pp. 179-181
64. Testimonial dinner for M. J. McDonough, October 24, 1956; p. 181
65. Stourbridge Lion 22-cent postage stamp; p. 182
66. Numbers and locations of block signals on Nineveh branch, effective May 15, 1905; p. 183
67. Coal found at Panther Bluffs; p. 184
68. Number 3 Shaft in Carbondale was destroyed by fire on March 13, 1905; pp. 184-185
69. Roller skating in the Lackawanna Valley in 1905; p. 186
70. Wedding of Emeline Kirtland Richmond to Dr. Julius D. Dreher in 1906 and other Richmond news; pp. 186-189
71. Giovanni Aiello killed in railroad accident in 1889; p. 190
72. Stourbridge Lion pamphlet by E. B. Callaway; pp. 190-196
73. D&H Baldwin Sharknose No. 1216, and ALCo PA passenger locomotive No. 18; both photos taken by Richard J. Allen at the D&H shops at Colonie, NY; pp. 197-198
74. Two photographs of "The Laurentian", both by Jim Shaughnessy; pp. 199-200
75. Two photographs of D&H engines by Jim Shaughnessy; pp. 201-202
76. The Scots and education; pp. 203
77. Photos of the trestle east of Thompson from Engineer Breezy; pp. 203-209
78. Carbondale yard photo, April 12, 1979, by Mike Bischak; pp. 209-210
79. Shepherd's Crook/Switchback photos from Mike Bischak, August 1, 2018; pp. 210-211
80. D&H No. 1534 de-railed and then on the track at Simpson; pp. 212-214
81. Marvine Colliery, November 1951; p. 215
82. Powderly No. 3 Shaft Fire Stripping, January 4, 1951; pp. 215-216
83. D&H Diesel No. 5002, heading south, passing under the Carbondale Viaduct, March 1960; p. 217
84. Two Eddy Creek photos from Mike Bischak, August 1, 2018; p. 217
85. Jim Shaughnessy obituary; pp. 218-222
86. Photograph of Level No. 13 from Breezy (Mike Bischak); p. 223
87. D&H / PCC Supreme Court battle, Volume I; pp. 224-315
88. Carbondale Yard photos posted on Facebook by John E. Hudacek, August 13, 2018; pp. 316-318
89. Three canals that connected with the Erie Canal; p. 319
90. D&H Engine No. 143; original photograph donated to the Carbondale D&H Transportation Museum on August 16, 2018, at Saratoga Springs, by Larry Rine; p. 320
91. Ten D&H stereocards sold on E-Bay by Carl P. Dahlen, II, Marlborough, MA; pp. 321-330
92. Iron ore mining in the Adirondacks; p. 331
93. Gymanfa Ganu in Carbondale, September 16, 2018; pp. 331-333
94. Avondale Mine Disaster, September 6, 1869; article in *Ninnau*, September-October 2018; pp. 334-335
95. The Blue Coal Breaker at the north end of the Carbondale D&H Yard; p. 336
96. Unidentified D&H roundhouse; p. 337
97. Cattle Car in Wreck in D&H Carbondale Yard, 1924; p. 338
98. Saratoga Springs and the D&H; p. 339
99. Various D&H membership cards and passes cards that belonged to Henry P. Smith, D&H Engineer; pp. 340-344
100. The affairs of the D&H Company, 1876; pp. 345-347

101. The D&H Gravity Railroad: Five Configurations (Part 2) By S. Robert Powell, Ph.D.; pp. 348-351
102. The D&H Gravity Railroad: Five Configurations (Part 3) By S. Robert Powell, Ph.D.; pp. 351-355
103. The D&H Gravity Railroad: Five Configurations (Part 4) By S. Robert Powell, Ph.D.; pp. 355-359
104. The D&H Gravity Railroad: Five Configurations (Part 5) By S. Robert Powell, Ph.D.; pp. 360-364
105. Passenger and freight station, built in 1912, at Prompton on the Honesdale Branch of the D&H; p. 365
106. "Carbondale Base Ball Club--Season 1896", photo by the Carbondale photographer Foster; pp. 365-366
107. D&H Gravity Railroad and Canal research on September 2-3, 2018, with Larry Rine, West Lebanon, NH; pp. 367-370
108. Visit to Plane and Level No. 14, and the loaded track there, with Larry Rine on September 3, 2018; pp. 371-372
109. The Bridge across the Lackawaxen River at Plane No. 14; pp. 373-375
110. Neversink Aqueduct: 5 photographs taken on September 12, 2018 by S. Robert Powell; p. 376
111. Bibliographic reference for article by Peter Osborne III on the D&H Canal in *The River Reporter*, Volume XXI, No. 52, December 28, 1995--January 3, 1996; p. 376
112. Lackawanna Coal souvenir item; p. 376
113. Two photos (Frisbie Breaker; Coastal Defense gun) from Breezy, September 14, 2018; pp. 377-378
114. Gymanfa Ganu at Methodist Church, Carbondale, September 16, 2018; p. 378
115. S. R. Powell's 24-volumes on the D&H published; page one story in the *Carbondale News* of September 14, 2018; pp. 379-380
116. De-silting tank a Pine Ridge Breaker, photo from Engineer Breezy, September 20, 2018; p. 381
117. Conglomerate Rock in the Roebling Aqueducts; pp. 382-383
118. Two photos by Larry Rine of the two stone bridges at Keen's Pond on the loaded track; pp. 384-385
119. Lake Ariel on the Pennsylvania Gravity Railroad; pp. 386-388
120. Saratoga Springs History Museum: Note from Jamie Parillo, Gravity Railroad included in Saratoga Springs guide book, S. R. Powell talk on August 16, 2018, now on Saratoga Springs History Museum webpage; p. 388
121. D&H Canal notes: some facts learned at Steve Skye's talk at Cuddebackville, NY on September 12, 2018; p. 389
122. More on milk trains on the D&H; article by Jim Shaughnessy in the *BLHS Bulletin*, October 2018, p. 4; pp. 389-391
123. History of Meadowdale on the Albany and Susquehanna Railroad, *BLHS Bulletin*, October 2018, pp. 391-393
124. Jefferson Junction, Lanesboro; rail activity there due to the enlargement of the Belden Hill Tunnel, *BLHS Bulletin*, October 2018, p. 394
125. Caboose No. 109 in Neawha Park, Oneonta, *BLHS Bulletin*, October 2018, "Receiving Yard" by Doug Barron, p. 26; pp. 394-395
126. Four Hensel stereocards ("Penn'a Coal Co.'s Gravity Railroad into the Coal Regions") and one stereocard by E. and H. T. Anthony & Co. ("A Ramble in Wayne County, Penn. / No. 5876 / The Delaware and Hudson Canal at the Narrows on the Lackawaxen"), located on the Internet by Stacy Gardner, Forest City, in October 2018; pp. 395-399
127. *Anthracite Miner* by Debbie Minton, Carbondale. Electronic copy of this painting made available to us by Jerry Williams, Carbondale, on October 9, 2018; p. 400
128. "The Delaware & Hudson Co. / Telegraphic Train Order No. 22 / *Superintendent's Office*, Albany, N. Y., June 28, 1903"; Jack Coughlin collection, posted on Facebook on October 10, 2018; p. 400

129. Interesting reference to the old water wheel in Archbald (at the foot of Plane No. 21 on the Gravity Railroad) in an article about “ghosts” in Archbald that was published in *The Scranton Republican* of September 21, 1893, p. 7; p. 401
130. Two photographs by the Carbondale photographer W. B. Foster from his “Souvenir Letter / CARBONDALE, PA.” that was produced by “The Douglas Publishing Company / Buffalo, New York / New York Ontario & Western Railroad Series / A B 1 [possibly A B I]”; pp. 401-402
131. Twelve black and white photographs of coal stripping operations in the 1940s in Carbondale and two in Simpson were donated to the Carbondale Historical Society on September 29, 2018 by Linda Bernarsky (500 Ash Street, Vandling, PA 18421-1718) These photos were taken by her father-in-law, Mike Bernarsky, in the 1940s; pp. 403-406
132. On October 17, 2018, Ed Stover donated 55 D&H passenger time tables, for the period 1909-1969, to the Carbondale D&H Transportation Museum. Presented in “1909 Spring Schedules” are three remarkable maps of the D&H system; pp. 406-410
133. Converting the Gravity Railroad into the Honesdale Branch of the Delaware and Hudson Railroad: the completion of the trestle over the West Branch of the Lackawaxen River into downtown Honesdale; pp. 411-415
134. Two D&H passenger tickets that were offered for sale on Facebook on November 20, 2018; pp. 415-416
135. Reference to the twenty Welsh families who settled in Carbondale in 1830 in an article by Daniel Jenkins Williamson on Welsh Calvinistic Methodism that was published in the November-December 2018 issue, p. 21, of *Ninnau* (article contributed by Charles D. Wenzel); pp.416-418
136. Five Welsh concerts in northeastern Pennsylvania in October/November 2018, hosted by the Carbondale Historical Society; a page-one story in the October 19, 2018 issue of *The Advantage*; pp. 419-431
137. The Sunday School movement was the vision and work of a great Welsh pastor of the late 18th and early 19th century, Thomas Charles of Bala; p. 432
138. The Avondale Mine Disaster, Part 2: *Ninnau*, November-December 2018, p. 31; Part 1 of this article (see No. 94 above) was published in *Ninnau*, September-October 2018; pp. 432-434
139. Planes Nos. 12 and 18, in 1899-1900, showing wooden tie plates to raise the tracks about three inches. Photo by Hensel that was made into a black and white post card in 1899; pp. 435-436
140. Delaware and Hudson Canal Company conductor’s jacket: mint condition, donated to the Carbondale D&H Transportation Museum on August 16, 2018 by Larry Rine, West Lebanon, NH; p. 437
141. Binghamton round house destroyed by fire in October 1974; p. 437
142. Howard Hontz’ column in the November 2018 issue of the *Bridge Line Historical Society Bulletin*, Volume 28, Number 11, p. 6, is about the Pennsylvania Division of the D&H; pp. 437-438
143. The Union Station in Honesdale: Data about the station reported in the January 27, 1900 issue of *The Wayne Independent*, p. 3; p. 439-440
144. Washburn Street Cemetery: article on the cemetery in *Western Mail* WebOnline, Welsh History Month, Tuesday 10 April 2012, pp. 17-19, “A foreign field, forever Welsh” by Bill Jones; copy of article given to S. R. Powell by Richard Morgan on October 28, 2018; pp. 440-444

Here, then, are the data/new information that we have learned about the D&H in the period October 10, 2018--December 31, 2018:

Data to be Incorporated into the 24 Volumes in Powell's D&H Series

1. **Addition for Volume I:** Volumes 1-XXIV in this D&H series were enriched significantly by the resources/documents that Philo Callender Gritman and his wife, Jane (Ball) Gritman gathered in the course of the nineteenth century. It is fitting that we present here photographs of both of them as well as copies of both of their obituaries.



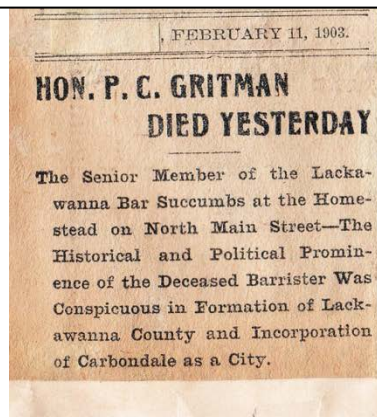
Jane (Ball) Gritman: born February 18, 1833, died February 24, 1909

Philo Callender Gritman: born October 29, 1828, died February 10, 1903

The Gritman Archivists:

Here are the obituaries of Philo Callender Gritman and Jane (Ball) Gritman as they were pasted into one of the Gritman scrapbooks by, in all probability, their son, William Ball Gritman, Esquire, who was the Managing Editor of the *Carbondale Evening Leader*.

Given the fact that Philo and Jane Gritman devoted so many years to collecting newspaper accounts of important events in the history of Carbondale, it is wonderful that their son, William Ball Gritman, included these newspaper clippings about his parents in one of the Gritman scrapbooks following their deaths.



tion of Carbondale as a city of the third class, and the senior member of the Lackawanna bar.

Mr. Gritman's end was like to the entering into sleep. He suffered none. About five weeks ago he was taken abed, though he first showed the infirmities of old age about two years ago. From the time he was prostrated he began to weaken, and he gradually grew more feeble until life's pulsations ceased. No end could be more peaceful. It was just such as one would expect to be the portion of a character as useful and gentle as his.

Philo Callender Gritman was one of a family of two sons and one daughter, children of the late Dr. William Gritman, one of the pioneer residents of Dundaff. He was born in Sherburne, N. Y., Oct. 29, 1828. When the deceased was one year old he came with his family to Dundaff, where he resided till 1847. That year he came to Carbondale, where he resided continuously since, and entered the office of D. N. Lathrop, Carbondale's first lawyer, where he completed his law course, begun in Dundaff.

Senior Member of Lackawanna Bar.
Mr. Gritman was admitted to the Luzerne county bar at Wilkes-Barre, in 1848. When the county was divided, he was admitted to the bar of Lackawanna, and with his death there passes away the senior member, antedating by one year, ex-Judge E. N. Willard, the next in rank of seniority.

Mr. Gritman was always active, and during the years that he was reading law he was also training the intelligence of young people. He taught in the schools of Carbondale, and after becoming a practicing lawyer he spent the first year as principal of the Carbondale academy and Lackawanna institute, succeeding H. J. Newell, the first principal of the school, the leading educational institution in this section. The academy was located in Temperance hall, corner of Church street and Salem avenue, and was attended by children of the well-to-do families of the town. Among his scholars were: Eugene and George Benedict, Fred and Ed. Mills, James and

season, the deceased set out on New Year's day of that year, accompanied by Townsend Poore, of Scranton, and the late Thomas Hurley, a chain-boys and covered the city before the day was over, though they suffered the hardships of a knee deep snowfall.

Mr. Gritman's worth and usefulness were attested after Carbondale became a city, boasting of 5,000 inhabitants. The political party—the Democratic—in the counsels of which he was an important factor, elected him district attorney in the mayor's court, succeeding George W. Perkins, the first official. His term was from 1856 to 1859, which was followed by two more terms, 1862-65, 1869-71. He was likewise city attorney for several terms and served in the city councils.

It was in the legislature, however, that Mr. Gritman's standing was best shown. The citizens of his district sent him to Harrisburg for two terms, beginning in 1857. He readily attracted the interest and won the confidence of his colleagues and asserted himself by being regarded as the Democratic leader of the house. During his second term he was a candidate for the speakership. It was a happy satisfaction to him to feel that his constituents regarded him as a representative who was faithful to his trust in the highest degree. Naturally did he do his duty, but was always energetic and even aggressive, if need be, in behalf of the interests of those whom he served. He was ever true to the belief that his trust was sacred.

An edifying and inspiring trait of Mr. Gritman's character was his intense, active interest in civic and national affairs. The opening of Richmond's hall, on the third floor of the Pascoe & Scurry building, Jan. 25, 1856, was a public event that was marked by a stirring and prophetic talk by Mr. Gritman. He repudiated the false story that was being circulated to Carbondale's disadvantage, that the rich coal deposits here were about exhausted; and he rightly predicted that within two years a railroad could connect us on the north with the Erie. His patriotic spirit was shown in his taking a company of emergency men to Harrisburg, when the state was invaded by the Confederates.

The Luzerne Artillerists (see broadsheet given below)

Mr. Gritman's married life was ideally happy. He was wedded on August 25, 1862, to Miss Jane Ball, daughter of William Ball, first master mechanic of the old gravity road.

Their marriage took place at the residence of the bride's parents on Canaan street and was solemnized by Rev. O. E. Ward, Presbyterian minister from Dundaff. On August 25, last, Mr. and Mrs. Gritman celebrated the golden anniversary of their marriage, an event that was filled with happiness and a happening of rare interest, since the couple were so closely associated with the pioneer history of Carbondale, the pioneer city.

Mr. Gritman always enjoyed the highest respect of his fellow citizens and grew in their confidence as the years passed. He will be cherished in the fondest remembrance, and will join the pioneers who have passed before him as one of "a bold peasantry, a country's pride."

Mr. Gritman is survived by his wife, one son, William E. Gritman, esq., managing editor of the Evening Leader, and one sister, Mrs. George Spencer, of Kirksville, Mo.

FRIDAY,.....FEBRUARY 13, 1903.

MR. GRITMAN'S FUNERAL.

Obsequies Held This Afternoon—Many Out of Town People Present.

The funeral of the late Hon. P. C. Gritman, who died Tuesday morning,

The funeral of the late Hon. P. C. Gritman, who died Tuesday morning, was held this afternoon and the large attendance of representative people spoke plainly of the high position held in the community by the deceased. The attendance of a large number of relatives and friends from Wilkes-Barre, Pittston, Scranton, and Dunmore attested to his prominence throughout the valley.

At two o'clock services were held at Mr. Gritman's late home on North Main street. They were conducted by the Rev. Charles Lee, pastor of the First Presbyterian church, who also delivered a brief sermon, touching upon the character and incidents in the career of the deceased. Appropriate music formed part of the services.

From the house the large cortege proceeded to Maplewood cemetery where all that is mortal of the distinguished townsman was laid at rest. The active pallbearers were mayor J. J. O'Neill, Hon. John F. Reynolds, Charles H. Horton, Raymond H. Reynolds, Edward W. Mills and Thomas R. Durfee. The honorary pall bearers were Dr. R. Ottman, W. R. Baker, Edward Clarkson and Charles O. Mellen.

Among the out of town people noticed at the funeral of the late P. C. Gritman yesterday were: Mr. and Mrs. S. L. Brown, Mr. and Mrs. T. B. Brown, Wilkes-Barre; J. E. Ball, Miss Marietta Ball, Charles Law, Pittston; Mr. and Mrs. W. H. Richmond, Mr. and Mrs. G. L. Dickson, J. J. Williams, W. M. Dickson, Scranton; Mr. and Mrs. A. D. Blackinton, Mrs. E. S. Osborne and Clay Osborne, Dunmore.

ON MR. GRITMAN'S DEATH.

Resolutions Passed by the Lackawanna Bar Association Yesterday.

In accordance with its custom the Lackawanna Bar association met yesterday forenoon in the law library in the court house at Scranton and adopted resolutions on the death of the late P. C. Gritman, who was the senior member of the bar.

In the absence of James H. Torrey, the president of the Bar association, W. W. Lathrope was elected chairman

and M. A. McGinley, secretary. The following committee were appointed to draft suitable resolutions on the death of Mr. Gritman: Cornelius Comegys, L. P. Wedeman, Hon. James J. O'Neill, Louis Gramer and George S. Horn.

While the committee were preparing the resolutions short eulogies were delivered by Judge Edwards, T. F. Wells, and Mr. O'Neill.

The resolutions presented by the committee and adopted by the association were as follow:

"At a meeting of the members of the bar of Lackawanna county, held in the court house, at the city of Scranton, on Thursday, the 12th day of February, A. D., 1903, to take some action upon the death of the late P. C. Gritman, the following memorial minute, having been reported by a committee on resolutions, was unanimously adopted.

"Ripe in years and full of honors, the Hon. P. C. Gritman, the senior member of the bar, is dead. He died on Tuesday, February 10, 1903, at his home in the city of Carbondale, leaving to survive him a wife and a son, for whose greatest consolation he gives the legacy of a life honorable in its purposes and high in its achievements.

"A prominent figure of a past generation, he was a citizen of great public spirit. In the formation of Lackawanna county he took an active and prominent part, and later, by strenuous effort, effectually aided and assisted in securing the present charter rights of the city of Carbondale. In public life—first as a district attorney, and afterwards as a member of the

A committee on resolutions was appointed, consisting of Messrs. Comegys, O'Neill, Gramer, Wedeman and Horn. They reported the following resolutions, which were adopted:

The Resolutions.

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"A prominent figure of a past generation, he was a citizen of great public spirit. In the formation of Lackawanna county he took an active and prominent part, and later, by strenuous effort, effectually aided and assisted in securing the present charter rights of the city of Carbondale. In public life—first as a district attorney, and afterwards as a member of the legislature—he was a servant of recognized ability and integrity. Exceptionally exemplary of habit in private and domestic life, he was a lawyer of superior attainment, enjoying and possessing the confidence and esteem of the people of his community. It may well be said of him, that in every relation of life he was a faithful man.

SATURDAY,.....FEBRUARY 14, 1903

SATURDAY,.....FEBRUARY 14, 1903

"For over a third of a century I have travelled Pike and Main streets to and fro daily and I have noticed that the Gritman residence was until Tuesday the only house on those thoroughfares in which there had been no change by death."—Michael Kelly.

MONDAY,.....APRIL 23, 1908.

TO CRYSTAL LAKE.

[From an Old Scrap Book.]

Fair lake: I had dreamed as I sat by thy side
Of waters more pure and scenery more fair
Of the broad river's roll and the sea's ebbing tide.
But I dreamt to you with others compare.

But oh! I shall never forget the bright flood
From thy bosom reflected in the moon's soft rays,
Nor the frowning shade of the dark tangled wood
That thus skirted thy shores in by-gone days.

How I love to sit and muse by thy shore
While tiny waves break soft on the beach at my feet
To think of things long past or oft ponder o'er
The beauties of this; this silent retreat.

Though I bid them adieu, I yet will re-tread
Thy shores whose image my heart shall retain.
Till the vigils of memory sleep with the dead
Till then the remembrance shall with me remain.

Dundaff, 1847.

by P. C. Gritman.

DURRIS—In East Orange, N. J., April 8, 1903, Dr. William Durris, father of Mrs. George B. Smith of this city. Funeral tomorrow. SCRANTON.

Poem written by
P. C. Gritman

FEBRUARY 24, 1909.

DEATH OF MRS. P. C. GRITMAN IS SAD LOSS TO COMMUNITY

Widespread Regret Will be Caused by the Demise Today
of One of Carbondale's Prominent and Highly
Esteemed Women.

Few indeed are those who have been identified with Carbondale for three quarters of a century and the little circle is rapidly and sadly decreasing. A prominent and gracious personage was taken from the list today by the passing of Mrs. Jane Gritman, who fell asleep at her home on North Main street at 12:30 o'clock. It was a sad loss to the community, a source of profound regret to a legion of sincere friends in many places and an almost crushing blow to the family. Her's was an active and honored life and a warm tribute from all will go out to her memory.

Jane Ball was not only a native but a life-long resident of this city. She was the eldest daughter of William and Mary Ann Smith Ball and was born in the present Bowers home on Canaan street, February 18, 1833. She had therefore just passed her seventy-sixth anniversary. Her father came here from New York city with five other young men to erect the first engines on the gravity road. He was the only one of the party to settle here permanently in the employ of the D. & H. and was soon given charge as master mechanic of all the stationary engines on this side of the mountain. Her grandparents were Captain Charles and Ruth Godfrey Smith. The former had charge of portions of the D. & H. work here for many years and built a section of the D. & H. canal before coming to Carbondale. Deceased was therefore a descendant of some of the pioneers of this section. Her ancestors were also among the earliest settlers of Connecticut. Captain Smith attained the rank of Captain in the war of 1812. Her great-grandfather was Captain David Godfrey, who received his commission direct from General Washington.

Jane Ball received her finishing studies at Maplewood, Pittsfield, Mass., one of the foremost young ladies' seminaries of the north. It was a three days' journey by stage and boat from Carbondale and no small undertaking to reach there. The school has passed with the noted Tyler family who conducted it, but the buildings are still show places in Pittsfield.

On August 25, 1852, she was wedded to Philo C. Gritman, who was even then a prominent member of the Luzerne county bar and well known throughout this entire region. Their golden wedding was celebrated in 1902

and a few months later he died.

Mrs. Gritman was a woman of gentle qualities and noble character; one whose chief thought was doing something nice for others. Among all classes she was looked up to and admired—for hers was a nature that attracted friendship and kept them. Devoted to her home she was yet abreast of all the events of the stirring period which her life covered. She had seen Carbondale grow out of the wilderness, as it were, and most of those of the social circles of other days have gone on before. She had a very clear memory of both local and general history and was a perpetual fountain of anecdote and incident of her time. She could remember distinctly going to New York when a child with her father to see the arrival of the "Great Western," the first trans-Atlantic steamer to arrive in New York on regular trips. It was the largest steamer ever built up to that time and the event was the talk of the entire country in 1838.

Mrs. Gritman's personality was one that brought happiness to many and quietly added to the world's brightness. She possessed many attainments of mind and hand that were of an unusually high order and she left a most interesting and valuable collection of historical matter—of which she was an enthusiastic collector.

Her demise was tranquil and not unlooked for. It was the stopping of those heart beats that had been labored for some weeks. In September of 1907 she suffered her first attack of heart trouble and since that time had been almost imperceptibly losing strength. She experienced several little sick spells in the past year and the recovery from each was not so satisfactory as on former occasions. She never complained however, and was around her home much as usual until New Year's day when the final breaking down of the system began.

She is survived by one son, William Ball Gritman and one grandson, William Ball Gritman, 2nd; also one brother, J. E. Ball, of West Pittston, and two sisters, Mrs. E. S. Osborne, of Washington, D. C., and Miss Marietta Ball, West Pittston.

The funeral services will probably take place on Friday afternoon, but more definite announcement will be made tomorrow.

THE SCRANTON REPUBLICAN

SCRANTON, PA., FEBRUARY 25, 1909.

MRS. PHILO C. GRITMAN ENTERED INTO REST

One of Carbondale's Pioneer and Most
Prominent Women Passed Away
Yesterday.

Mrs. Jane Gritman, relict of the late Philo C. Gritman, and mother of William Ball Gritman, managing editor of the Carbondale Evening Leader, died at 12:30 o'clock yesterday, at her home, No. 62 North Main street. Her death came quietly and peacefully, and was due to heart trouble. The first attack came in September, 1907, up to which time she had enjoyed splendid health. Since then, however, her strength had slowly failed, and suffered a number of sick spells, each of which further undermined her already weakened powers. These attacks prepared herself and her family for the end, which was not unexpected. The final attack began on New Year's day, and since then, the loving ones about her, awaited with what resignation they might the departing of a spirit that had for years added to the happiness and peace of those about her. While fully aware of the approach of dissolution, Mrs. Gritman was at no time heard to utter a word of complaint, her regret beyond expression of a tender love for the members of her family and other dear ones, the parting from whom formed her only sorrow. Hers was a gentle spirit of boundless faith in the beneficence of her God, and at no time was her mind more peaceful than in the final days of her earthly career.

By birth and character Mrs. Gritman was one of Carbondale's noblest women. Member of a family noted for its achievements in the engineering world of several decades ago, she possessed remarkable attainments along certain lines, and had accumulated probably the most valuable and interesting collection of historical matter to be found in the city. She had an abiding love for the town that saw her birth and was the scene of her entire career, and she watched its growth and development with wonderful gratification and pride. Her mental faculties were well trained and she enjoyed their unimpaired use to the end. With keen observation and a memory remarkable for its retentiveness, Mrs. Gritman's mind was a storehouse of local and general history, and with much chronological accuracy she could recall numberless reminiscences and anecdotes of the community's earlier days and its growth from a hamlet of the almost unbroken wilderness to a live, hustling city. She recalled with vivid memory her first important visit away from her native town. It was in 1838, when she accompanied her father to New York City, to witness the arrival in that port on its first trip, of the "Great Western," the first trans-Atlantic steamer to make regular trips across the ocean, and the largest ship ever built up to that time, and for some years subsequent.

"...she [Jane Gritman] possessed remarkable attainments along certain lines, and had accumulated probably the most valuable and interesting collection of historical matter to be found in the city. She had an abiding love for the town that saw her birth and was the scene of her entire career, and she watched its growth and development with wonderful gratification and pride."

"Her [Jane Gritman] father [William Ball] came here from New York City with five other young men, to erect the first engines on the old Delaware and Hudson Canal Company Gravity road, between this city and Honesdale. He was the only one of the party to settle here permanently in the employ of the Delaware and Hudson Company, and was given charge as master mechanic of all the engines on this side of the mountain. He was one of the pioneers of this section. Mrs. Gritman's grandparents were Captain Charles and Ruth Godfrey Smith. The former built sections of the old Delaware and Hudson canal before coming to Carbondale, and had charge of much Delaware and Hudson work here for some years. Her ancestors were also the earliest settlers of Connecticut and Captain Smith attained his rank in the War of 1812. Her great grandfather, Captain David Godfrey, received his commission direct from General George Washington."

No eulogy can do justice to Mrs. Gritman's personal character. Gentle and generous in spirit, self-sacrificing in charity, she commanded that degree of love and respect that is given only to women of such exalted character. The greatest principle of her life, yet one carefully hidden from observation, was charity and mercy. She was active in all good works, giving with unstinted generosity of labor, love, time and means to those afflicted in body or mind, and to those in material distress. Hers was a spirit that in the giving of all things she could bestow to make this world happier for others brought to herself the affectionate regard of all classes of people and now gives her memory an abiding place in the hearts of all who are left behind.

Mrs. Gritman was, before marriage, Miss Jane Ball, the eldest daughter of William and Mary Ann Smith Ball. She was a life long resident of Carbondale, having been born in the present Bowers home on Canaan street, on Feb. 18, 1833. Her father came here from New York City with five other young men, to erect the first engines on the old Delaware and Hudson Canal Company Gravity road, between this city and Honesdale. He was the only one of the party to settle here permanently in the employ of the Delaware and Hudson Company, and was given charge as master mechanic of all the engines on this side of the mountain. He was one of the pioneers of this section. Mrs. Gritman's grandparents were Captain Charles and Ruth Godfrey Smith. The former built sections of the old Delaware and Hudson canal before coming to Carbondale, and had charge of much Delaware and Hudson work here for some years. Her ancestors were also the earliest settlers of Connecticut and Captain Smith attained his rank in the War of 1812. Her great grandfather, Captain David Godfrey, received his commission direct from General George Washington.

Jane Ball received her finishing studies at Maplewood, Pittsfield, Mass., one of the foremost young ladies' seminaries of the north. At that time it was no small undertaking to reach that town, being a three day's journey by stage and boat. The school has passed with the noted Tyler family that conducted it, but the buildings are still show places in Pittsfield.

On August 25, 1852, Jane Ball was wedded to Philo C. Gritman, even then one of the foremost members of the old Luzerne county bar, and a man wellknown throughout this part of the state, a leader in local activities and prominent to the time of his death, shortly following the couple's golden wedding anniversary, which was celebrated in 1902.

Mrs. Gritman is survived by one son, William Ball Gritman, managing editor of the Carbondale Leader, and one grandson, William Ball Gritman, Jr., also one brother J. E. Ball, of West Pittston, and two sisters, Mrs. E. S. Osborne, of Washington, D. C., and Miss Marietta Ball, of West Pittston.

The funeral services will take place Friday afternoon at 2:30 o'clock at the homestead on North Main street, where she had resided half a century. Rev. Charles Lee, pastor of the First Presbyterian church, with which she had always been connected, will officiate. The interment, which will be private, will be made in the family plot in Maplewood cemetery.

FEBRUARY 27, 1907.

MRS. P. C. GRITMAN LAID AT REST

Funeral Took Place Yesterday Afternoon—Obsequies Were Largely Attended.

The funeral of Mrs. Jane Gritman took place yesterday afternoon and the large outpouring of mourning friends and relatives and also the many floral tokens, was a fitting tribute to the high esteem and affection in which she was held throughout the community. The funeral service was held at the family home on North Main street at 2 o'clock. Rev. Charles Lee, pastor of the First Presbyterian church, officiated. The funeral sermon was brief, but was an eloquent and touching eulogy of the life and character of Mrs. Gritman. The tribute was exemplified by her beautiful life. A flood of sympathetic messages to the family were received from other cities where deceased had many long time friends.

Interment was made in the family plot at Maplewood cemetery. The pall bearers were F. E. Burr, R. B. Van Bergen, R. H. Reynolds, H. G. Baker, W. R. Morss and M. K. Reynolds. Among the out of town people present were: J. E. Ball, of Pittston; Mrs. Helen P. Lavery and G. L. Dickson, of Scranton; Mr. and Mrs. Thomas Brown, of Wilkes-Barre; Mr. and Mrs. Charles Farrer, Mrs. Martha Chamberlain, and Howard Chamberlain, of Dunmore, and Mr. and Mrs. E. L. Peck, of Laurens, N. Y.

Philo Callender Gritman and his wife Jane (Ball) Gritman are interred in the Gritman family plot, on Welsh Hill, in Carbondale's historic Maplewood Cemetery. They were survived by one son, William Ball Gritman, and one grandson, William Ball Gritman, Jr.

Here are two photographs and a silhouette of William Ball Gritman. These are all from the photo album in the Gritman Collection at the Carbondale Historical Society and Museum. Thanks to William Ball Gritman (and his descendants), “the Gritman papers” that were carefully collected and archived by his parents in the course of the nineteenth century, “the Gritman Collection” at the Carbondale Historical Society, is now a reality.



The Luzerne Artillerists:

Shown below is a copy of a broadsheet announcing a meeting, September 13, 1862, of the members of The Luzerne Artillerists, a group of Civil War volunteers established by P. C. Gritman; broadsheet inserted in one of the books in the Gritman collection in the holdings of the Carbondale Historical Society:

Attention!

Luzerne Artillerists

All Members are notified to appear

All Members are notified to appear

THIS DAY

Sept. 13th, 1862, for drill and for

IMPORTANT BUSINESS

to be brought before the Company.

**At 7 o'clock, P. M., a Meeting will
be held in the City Hall.**

**P. C. GRITMAN, Captain.
JAMES A. BRENNAN, 1st Lieut.
ANDREW SIMPSON, 2d Lieut.
THOMAS COOGAN, 3d Lieut.
I. D. RICHARDS, 1st Sergeant.**

At a meeting of the "Carbondale Democratic Union Club," held in City Hall, Friday evening, Sept. 5th, 1862, the following among other proceedings were had:
Resolved, That the Governor by proclamation has recommended to all citizens of this State the immediate formation of volunteer companies under the act of 1858, for the better defence of the State &c.; therefore,
Resolved, That we concur in the recommendation of the Governor, and would earnestly request all loyal citizens of this city to enroll themselves at once, in the formation of one or more companies under said proclamation.
Resolved, That P. C. Gritman be requested to prepare rolls and superintend the enrolling of all such as wish to volunteer in forming the above companies.
Resolved, That the above be published in Carbondale Advertiser.
I. D. Richards, Sec. of Club.
All persons wishing to enroll themselves as above, will find rolls prepared to receive names at the office of P. C. Gritman, Col. P. Byrne, I. D. Richards, D. Peckler, J. Nealon, M. Barker and Capt. Wm. Brennan.

Carbondale, Sept. 13, 1862.

A copy of this newspaper notice is given below.

At a meeting of the "Carbondale Democratic Union Club," held in City Hall, Friday evening, Sept. 5th, 1862, the following among other proceedings were had:

Whereas, The Governor by proclamation has recommended to all citizens of this State the immediate formation of volunteer companies under the act of 1858, for the better defence of the State &c.; therefore,

Resolved, That we concur in the recommendation of the Governor, and would earnestly request all loyal citizens of this city to enrol themselves at once; in the formation of one or more companies under said proclamation.

Resolved, That P. C. Gritman be requested to prepare rolls and superintend the enrolling of all such as wish to volunteer in forming the above companies.

Resolved, That the above be published in Carbondale Advance.

I. D. RICHARDS, Sec. of Club.

All persons wishing to enroll themselves as above, will find rolls prepared to receive names at the office of P. C. Gritman, Col. P. Byrne, I. D. Richards, D. Prendergast, J. Nealou, M. Barker and Capt. Wm. Brennan.

2. Addition for Volume XVI: D&H Car-Building Contest, Oneonta, NY, May 8, 1924: Four photos in the collection of the Carbondale D&H Transportation Museum.

The second D&H Car Building Contest was held at the Oneonta Car Shops on May 8, 1924, with an 8-man team from each of the following D&H car shops: Oneonta, Colonie, and Carbondale. The “Problem of Contest” was “Rebuilding superstructure, trucks and draft gear of a Steel-underframe Box Car, 60,000 pounds capacity.”

The competition was won by Oneonta (total man hours, 52), with the Colonie team second (total man hours, 54 hours and 16 minutes), and the Carbondale team third (total man hours, 58 hours and 40 minutes).

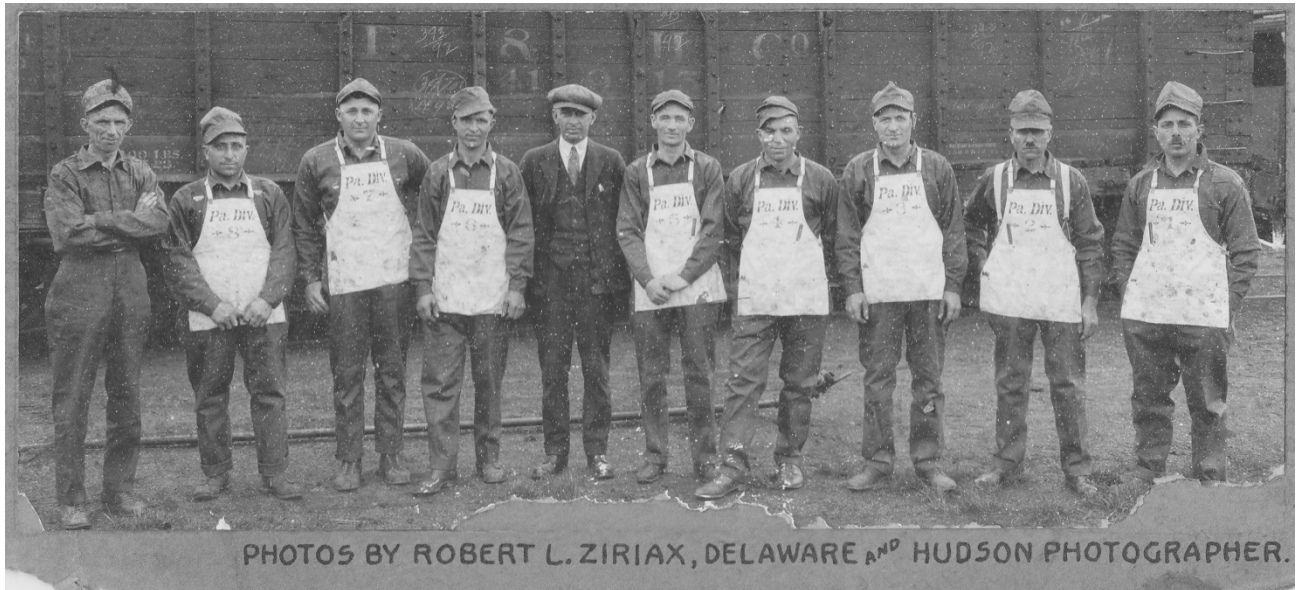
The winning team: Oneonta:



Second place: Colonie:

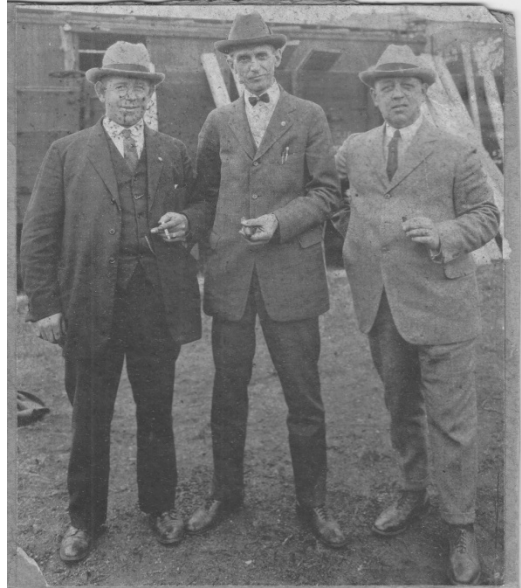


Third place, Carbondale:



Printed on the matt of the photograph of the Pennsylvania Division team, shown immediately above, is the following information about the photographer: "Photos by Robert L. Ziriach, Delaware and Hudson Photographer."

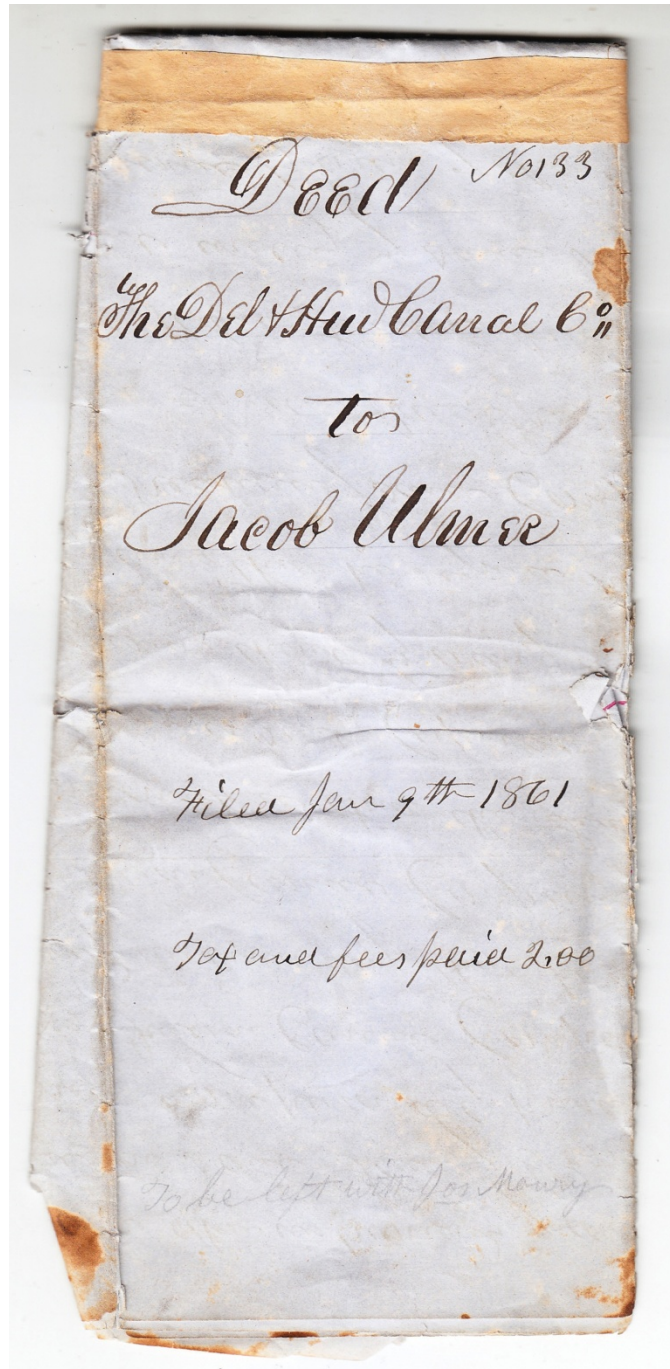
Possibly these three men are D&H officials and/or representatives from the three car shops in this completion?



Printed on the mat of the photograph of the Pennsylvania Division team, shown above, is the following information about the photographer: "Photos by Robert L. Ziriak, Delaware and Hudson Photographer". Very probably all of these photos taken at Oneonta on May 8, 1924 were taken by Robert L. Ziriak.

For a report on all of the Car Building Contests sponsored by the D&H, see section 1651 in Volume XVI in S. Robert Powell's D&H series.

3. **Addition for Volume XIII:** "Deed No. 133 [signed May 16, 1859] The Del & Hud Canal Co. to Jacob Ulmer, filed Jan 9th 1861" This deed and a large collection of Ulmer family papers and photographs were donated to the Carbondale Historical Society on October 23, 2012 by Mark D. Ulmer who, at the time was Regional Manager, Safety, Health and Environment for Parsons, 266 Young Road, Nazareth, PA 18064.



This Indenture, made the *Nineteenth* day of *May* in the year of our Lord one thousand eight hundred and *Fifty* **Between** The President, Managers, and Company of **THE DELAWARE AND HUDSON CANAL COMPANY,** of the first part, and *Jacob Ulmer of the City of Carbondale County of Luzerne and State of Pennsylvania*

Witnesseth, That the said party of the first part, for and in consideration of the sum of *Fifty Dollars* of the second part, *Dollars*, lawful money of the United States of America, to them in hand paid by the said party of the second part, at or before the enrolling and delivery of these presents, the receipt whereof is hereby acknowledged, and the said party of the second part, *his* heirs, executors and administrators for ever released and discharged from the same by these presents, **HAVE** granted, bargained, sold, aliened, remised, released, conveyed, and confirmed, and by these presents, **DO** grant, bargain, sell, alien, remise, release, convey, and confirm unto the said party of the second part, *his* heirs and assigns, for ever, *All That Certain Lot of Land Situate, lying and being in the City of Carbondale in the County of Luzerne and State of Pennsylvania, distinguished as Lot Number Two, on Street No. Sixteen on the property of the said Corporation as described and designated in this Survey of the same, accompanied by a map thereof, being in front Sixty feet, and in rear Sixty feet, and One hundred and fifty feet deep, and bounded as follows; on front by said Street Number Sixteen, in rear by Street Number Twenty*

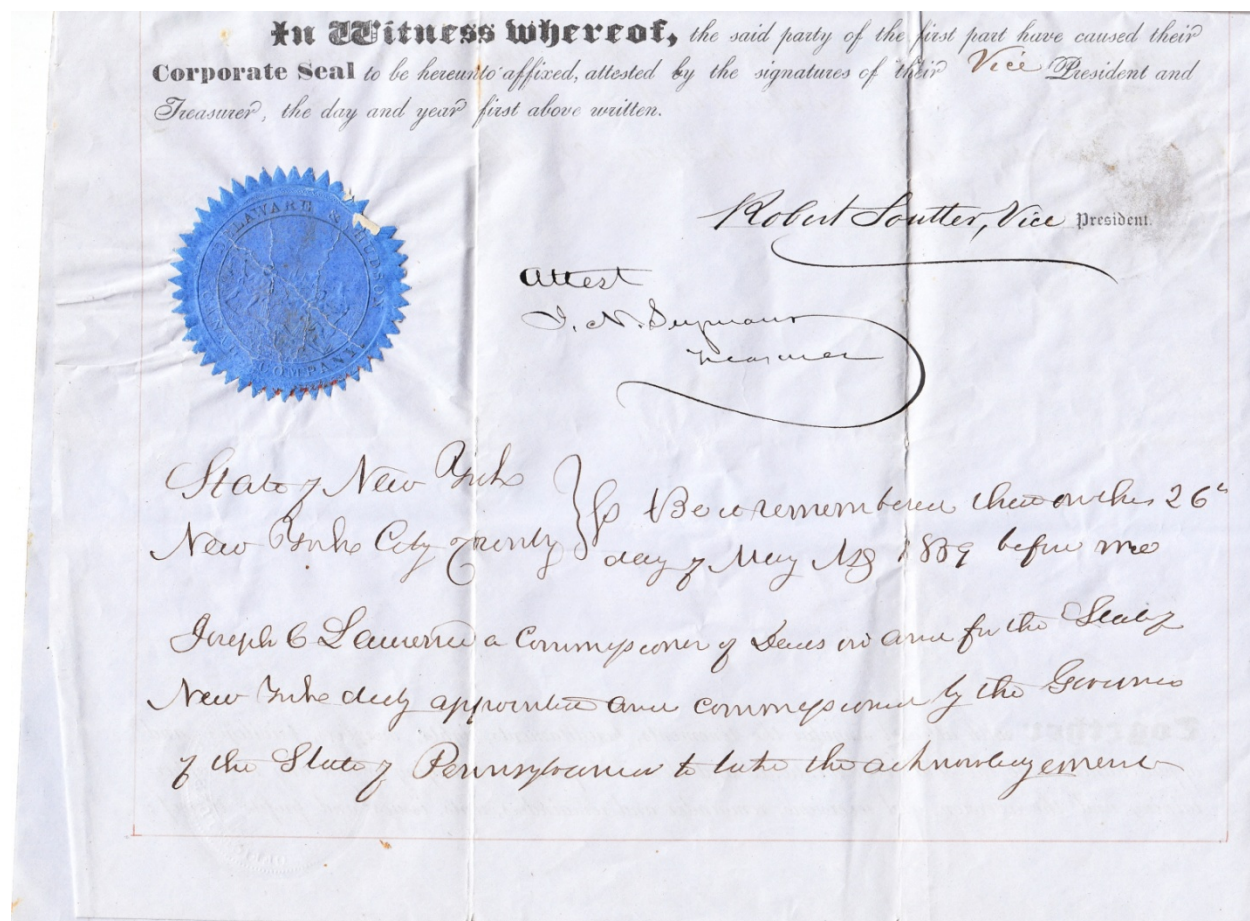
Property on Street No. 16: Lot No. 2, the lot being 60 feet wide at the front (on Street No. 16), and 60 feet wide at the rear (on Street No. 23), and 150 feet deep; the lot being located between Lots No. 1 and No. 3 on Street No. 16. Property, containing nine thousand square feet more or less, purchased for \$50.

corporation as described and designated in their Survey of the same, Accom-
-panied by a map thereof, being in front Sixty feet, and in rear Sixty feet,
and One hundred and fifty feet deep, and bounded as follows; the
front by said Street Number Sixteen, in rear by Street Number Twenty
Three, Northwardly by Lot Number Three, and Southwardly by Lot
Number One, both on said Street Number Sixteen, and containing
Nine thousand square feet more or less.

Together with all and singular the tenements, hereditaments, rights, members, privileges, and
appurtenances unto the said above mentioned and described premises belonging or in any wise apper-
taining, and the reversion and reversions, remainder and remainders, rents, issues, and profits thereof:

And also, all the estat, right, title, interest, property, possession, claim and demand whatsoever, as well at law as in equity, of the said party of the first part, of, in, and to the said above mentioned and described premises, and every part and parcel thereof, with the hereditaments and appurtenances: **To have and to hold** the above granted, bargained and described premises, and every part and parcel thereof, with the hereditaments and appurtenances, unto the said party of the second part, *his* heirs and assigns, to the sole and only proper use, benefit and behoof of the said party of the second part, *his* heirs and assigns, for ever.

And the said The President, Managers and Company of **THE DELAWARE AND HUDSON CANAL COMPANY,** for themselves and their successors, **DO** covenant, promise and agree to and with the said party of the second part, *his* heirs and assigns, that the above described and hereby granted and released premises, and every part and parcel thereof, with the hereditaments and appurtenances, in the quiet and peaceable possession of the said party of the second part, *his* heirs and assigns, against all and every person and persons whatsoever, lawfully claiming or to claim the same, they shall and will **WARRANT,** and by these presents for ever **DEFEND.**



Note: The deed shown above has been signed by Robert Soutter, D&H Vice President (appointed Vice President in 1856, following the death of William Musgrave), and Isaac N. Seymour, D&H Treasurer.

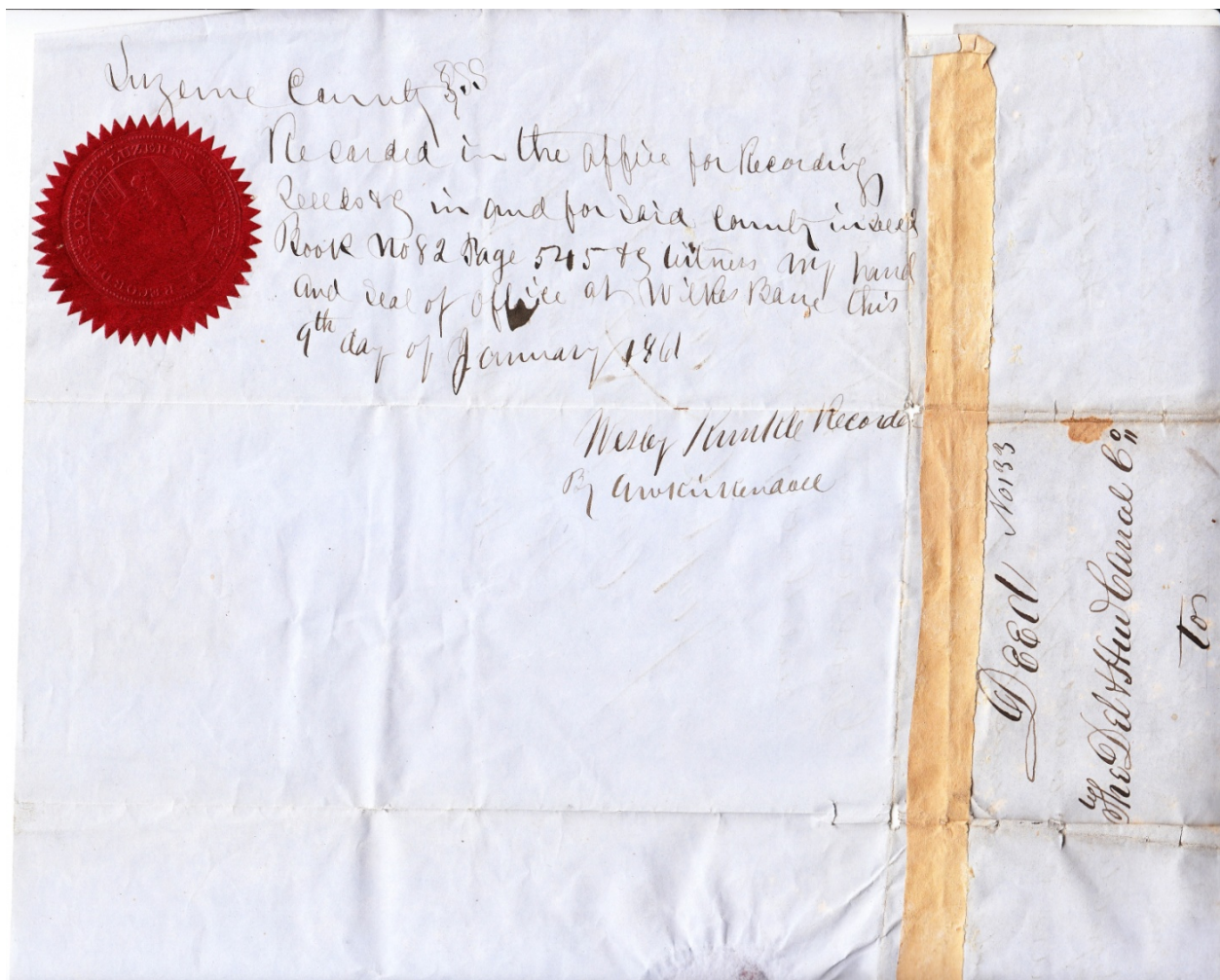
and proof of the same and other instruments of writing under seal
to and in pursuance of said Act of Pennsylvania previously
came I N Symon to me personally known to be the Treasurer of
the Delaware and Hudson Canal Company who being by me
duly sworn charged and say that he is the Treasurer of the
Delaware and Hudson Canal Company that he knows as
Captain a Common Seal that the Seal affixed to the
foregoing Certificate is such Corporate or Common Seal
and was duly affixed thereto by and the Towns Managers
of said Company and that he signs his name thereto by
the like name as Treasurer of said Company. That he
also knows Robert Lortie Vice President and that
the signature Robert Lortie Vice President is the
genuine handwriting of said Robert Lortie and
was duly affixed by and of the Towns Managers
of said Delaware and Hudson Canal Company.

the like names receiving said Company.
also knows that Society has President and that
the Secretary Robert Smith has President is the
general heads meeting of said Robert Smith and
our duty appears to him of the town of Manchester
of said Secretary of the General Company.



Given under my hands and the
seal the day & year above written

Joseph C. Linn
Commissioner for the State
Pennsylvania in for the
State of New York

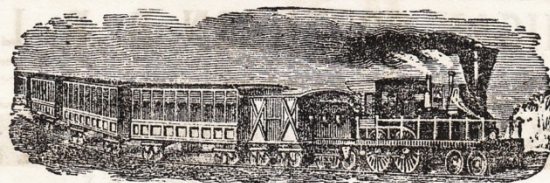


4. **Addition for Volume XII:** The Albany & Susquehanna Rail Road placed the full-page ad shown below in the 1867 *New York State Business Directory*, p. 1009. At that point, the line was in operation to Sidney, 103 miles from Albany. An original copy of this ad was purchased by the Carbondale Historical Society in February 2017. Here is that ad:

ALBANY & SUSQUEHANNA R.R.

ALBANY TO BINGHAMTON, 140 MILES.

In Operation to Sidney, 103 Miles.



"Opened for
Travel Sept.
16th, 1863

GENERAL OFFICE,
260 & 262 Broadway,
STEAMBOAT SQUARE,
ALBANY.

OPENED
FOR
TRAVEL
Sept. 16th, 1863.

TICKET OFFICE,
262 BROADWAY,
STEAMBOAT SQUARE,
ALBANY.

OFFICERS.

J. H. RAMSEY, *President.*
JARED GOODYEAR, *Vice Pres.*
W. L. M. PHELPS, *Sec. and Treasurer.*
GEORGE SKINNER, *Superintendent.*

C. W. WENTZ, *Chief Engineer.*
G. W. CHURCH, *General Freight Agent.*
H. M. WATSON, *General Ticket Agent.*
R. C. BLACKALL, *Master Mechanic.*

DIRECTORS.

J. H. RAMSEY,
PETER CAGGER,
JAMES B. SANDERS,
CHARLES GOODYEAR,
CHARLES COURTER,

J. WESTOVER,
JOHN COOK,
JARED GOODYEAR,
E. R. FORD,
S. R. FOLLETT.

A. B. WATSON,
LEWIS NORTHRUP,
ALONZO EVERTS,
DANIEL DREW.

Stations and Distances from Albany,

FARE THREE CENTS PER MILE.

STATIONS.	MILES.	STATIONS.	MILES.	STATIONS.	MILES.
ALBANY		ESPERANCE.....	31	MARYLAND	70
ADAMSVILLE	6	SCHOHARIE.....	36	COLLIERS	76
SLINGERLANDS.....	7	HOWE'S CAVE.....	39	EMMONS	79
NEW SCOTLAND.....	10	COBLESKILL	45	ONEONTA	82
GUILDERLAND	14	RICHMONDVILLE.....	50	OTEGO	90
KNOWERSVILLE	17	CARYLVILLE.....	53	UNADILLA	99
KNOX.....	22	EAST WORCESTER....	57	SIDNEY PLAINS.....	105
DUANESBURGH	24	WORCESTER	62		
QUAKER STREET.....	27	SCHENEVUS	67		

STAGE CONNECTIONS.

At SCHOHARIE, for Schoharie Court House, Gilboa, Cooksburgh, and intermediate points; At COBLESKILL, for Sharon Springs; At RICHMONDVILLE, for Summit, Jefferson, Stamford and Hobart; At COLLIERS, for Cooperstown; At EMMONS, for Delhi; At ONEONTA, for Morris, Norwich and New Berlin; At OTEGO, for Franklin and Gilbertsville; At SIDNEY PLAINS, for Binghamton, Deposit, Norwich and Oxford.

The Morning Train connects with Stages for all these points. The 1.10 P. M. Train connects only with Stages at Schoharie, Colliers and Sidney Plains.

Tickets Sold for any Point on Direct Stage Lines West and South.

5. Addition for Volume IV: Visit to Plane No. 14 on the D&H Gravity Railroad, April 11, 2018. Present were: Scott Bennett (he and his wife Paula own the site of Plane No. 14 and the loaded track in that area), Jane Varcoe, Sally Talaga, and S. R. Powell. Most of the railroad features of the site are intact and very recognizable: Plane No. 14, the 1868 stationary steam engine site, the loaded track through the area, the site where the loaded track passed under the light track, the race way itself. We did not visit the water wheel site, but it is easily identified. The 1868 stationary steam engine is on Level No. 14, about 50 yards west of the head of the plane, which was 629 feet long. The Bennetts are very pleased to be the owners of this historic site, and will surely be enlightened custodians thereof. (See Volume II, pp. 117-120, for data about and maps of this site.)

6. Addition for Volume XVI: Article submitted on March 29, 2018 by S. Robert Powell for the May 2018 issue of the *Bridge Line Historical Society Bulletin*. This article will be the first column in the newly inaugurated monthly SRP column in the *BLHS Bulletin*. The column title is "For the Record".

The Four D&H Car-Building Contests

By S. Robert Powell, Ph.D.

The D&H sponsored four car-building contests in the 1920s, each at a different D&H shop.

The first contest took place on October 31, 1923, at the Colonie Car Shops. The problem of the contest was "Dismantling and rebuilding superstructure, (excepting metal frame), draft gear, brake rigging and trucks of a Twin Hopper Coal Car (Composite Construction) 85,000 pounds capacity." Three 6-man teams competed. The Carbondale team won, with a total number of man hours of 46 hours and 54 minutes. The Green Island team placed second, with a time of 48 hours and 30 minutes. The Oneonta team was third, with a time of 50 hours and 36 minutes.

The second contest took place at the Oneonta Car Shops on May 8, 1924. The problem of the contest was "Rebuilding superstructure, trucks and draft gear of a Steel-underframe Box Car, 60,000 capacity." Three 8-man teams competed, with the Oneonta team winning the competition with a total of 52 man hours; Colonie placed second with a time of 54 hours and 16 minutes; Carbondale placed third with a time of 58 hours and 40 minutes.

The third car-building contest took place on May 21, 1925 at the Carbondale Car Shops. The problem of the contest was "Rebuilding underframe, superstructure and trucks of a Steel Center Sill, Twin Hopper Coal Car, 85,000 pounds capacity." Two 8-man teams from three shops competed: Oneonta, Colonie, and Carbondale, with one team from each location working on the steel work, and the other on the wood work.

C. E. Peiffer, master car builder for the Buffalo Rochester and Pittsburgh; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western were the judges.

The results of this competition were announced by George W. Ditmore, D&H master car builder, as follows: The Oneonta teams won with a time of 42 hours and 40 minutes total man hours (16 hours and 40 minutes, steel work; 26 hours, wood work). The teams from Colonie placed second, with a time of 43 hours and 44 minutes (15 hours and 8 minutes, steel work; 28 hours and 36 minutes, wood work). The teams from Carbondale placed third, with a time of 45 hours and 52 minutes (22 hours and 40 minutes, steel work; 23 hours and 12 minutes, wood work).

Colonel J. T. Loree, D&H vice-president and general manager who, with his staff, watched the contest throughout, spoke at the conclusion of the contest of the educational benefits of such competitions and commended the men on the splendid accomplishment that they had wrought in such a short space of time.

The car that was rebuilt by the Oneonta team in this 1925 competition, No. 40265, the winning car in this competition, was immediately put into service by the D&H. At 4 P.M. that same day, May 21, 1925, the car was moved across the Carbondale D&H yard from the scene of the contest to the Coalbrook breaker, and 45 minutes later the loaded car was en route for Wakefield, MA, via the Boston and Maine, in Extra 119 north.

The fourth car-building contest took place on May 18, 1926, at the Green Island Car Shops. The problem of the contest was "Rebuilding superstructure, underframe and trucks of Steel Underframe Gondola Coal Car, 85,000 pounds capacity." Two eight-man teams, from three locations, competed. The winning team was the Colonie and Green Island team, with total man hours of 46 hours and 29 ½ minutes (29 hours and 25 ½ minutes for steel work; 17 hours and 4 minutes for wood work). The Oneonta teams placed second, with a total man hours of 48 hours and 48 minutes (31 hours and 51 minutes for steel work; 16 hours and 57 minutes for wood work). The Carbondale teams placed third, with total man hours of 52 hours and 36 minutes (32 hours and 21 minutes for steel work; 20 hours and 15 minutes for wood work).

At the conclusion of each of these four competitions, the D&H awarded the Birkett Cup, a silver memorial to the first Car Foreman employed by the D&H, to the winning team. In addition, each of the members of the winning team in these four competitions was presented with a \$20 gold piece by the D&H, while the members of the second-place teams were each presented with a \$10 gold piece.

All of these car-building competitions were popular events that were well attended by D&H railroad men and many others. The third contest, held at the Carbondale Car Shops on May 21, 1925, for example, was attended by nearly a thousand spectators--officials of connecting railroads and others extending to the north, south, and into the far west (23 railroads in all), representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, D&H officials and supervisory officers, in addition to a large number of railroad families and friends in Carbondale.

Each guest, on arriving at Shop 26, was given an artificial flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end.

When those visitors arrived at the Carbondale Yard, they were greeted by a large sign, artistically done in colors, that was created under the direction of Maurice Blocksidge, foreman painter in the Motive Power department at Carbondale. The text on the sign read as follows: “Humanity Demands SAFETY / Safety Insures SUCCESS / Car Department / The D&H”

7. Addition for Volume XV: Challengers: The material presented here on Challengers became an article by SRP that was published in the October 2018 issue (pp. 12-13, 15) of the *Bridge Line Historical Society Bulletin*:



D&H Challenger No. No. 1502 on the turntable in the Carbondale D&H yard, July 1940. Photo in the collection of the Carbondale D&H Transportation Museum.

What’s going on here? That’s D&H Challenger No. 1502, to be sure, and it’s in the Carbondale D&H Roundhouse on the 105-foot long turntable that was installed therein in 1926. It’s where? Can’t be. The Challengers, as is well known, were too long to be turned on the turntables at Oneonta, Colonie, and Carbondale. What’s this photograph all about? Why is No. 1502 on the turntable in the D&H Carbondale roundhouse? It’s an interesting story.

No. 1502 is one of the 20 Challengers that the D&H purchased in 1940, at a cost of \$178,900 per engine, from the American Locomotive Company. Written on the back of this photograph of No. 1502 is the following: “July 1940 Loco 1502”. So what’s going on in this photograph?

No. 1502 was one of the first (possibly the first) Challenger to be delivered to Carbondale. At that time, the decision was made, in July 1940, to move No. 1502 into the Carbondale Roundhouse and turn it around.

It was moved, accordingly, into the roundhouse and onto the turntable. As the turning process was underway, the pilot truck of the engine, so it appears in this photograph, collided with the wall of the turntable pit, which is what the 50 or more spectators and D&H employees are looking at in this photograph. Who's got a camera? Call the newspaper. Let's get a picture of this, for the record.

So, what we're looking at in this photograph is the moment when it was learned, definitively, that No. 1502--and by extension all Challengers--were too long to be turned on the turntable at Carbondale (or at Colonie or at Oneonta). Lesson learned: To turn at Challenger at Carbondale, Oneonta, or Colonie, as is well known, a wye track had to be used.

The photograph given above was published in the *Scranton Tribune*, in July 1940, with the following caption: "The pride of the Delaware and Hudson Railroad. Engine 1502, made its first trip on the Pennsylvania Division yesterday [either on the 19th or the 20th] with officials aboard. The length of the super locomotive can be judged from the above photograph, snapped at the Carbondale roundhouse yesterday afternoon. The mammoth turntable is barely able to accommodate the engine. A trip from Carbondale to Green Ridge was made yesterday. *Tribune* Photo--William J. Nally."

Forty D&H Challengers:

The D&H owned 40 Challengers (4-6-6-4: four wheels in the pilot truck, two sets of six driving wheels, four trailing wheels), which were designated Class J by the D&H and numbered 1500-1539. They were all made by the American Locomotive Company, and were used by the D&H for high speed freight service.

Nos. 1500-1519 were purchased in 1940 at a cost of \$178,900 per engine; weight 597,000 pounds. They had four 20.5" x 32" cylinders, drivers 69" in diameter, a boiler pressure of 285 psi, and exerted 94,400 pounds of tractive effort.

Nos. 1520-1534 were purchased in 1943 at a cost of \$213,500 per engine; weight 600,000 pounds.

Nos. 1535-1538 were purchased in 1945 at a cost of \$225,000 per engine; weight 604,500 pounds.

No. 1539, the only D&H Challenger that was equipped with an all-welded boiler, was purchased in 1946 at a cost of \$225,000; weight of engine, 599,500 pounds.

Some Facts about the Challengers:

Engine and tender length, 116 feet, 2 inches (engine 74 feet, 10 ½ inches; tender length, 41 feet, 3 ½ inches; engine height, about 17 feet).

Locomotive and tender weight: 1500-1519, 987,000 pounds; 1520-1534, 990,000 pounds; 1535-1538, 994,500 pounds; 1539, 989,500 pounds.

Tender type: 12 wheeled; tender weigh, 390,000 pounds; tender capacity (water, 22,500 gallons; coal, 26 tons); grate area, 108 square feet; boiler pressure, 285 psi. A Challenger burned a full load of coal on a round trip between Carbondale and Oneonta.

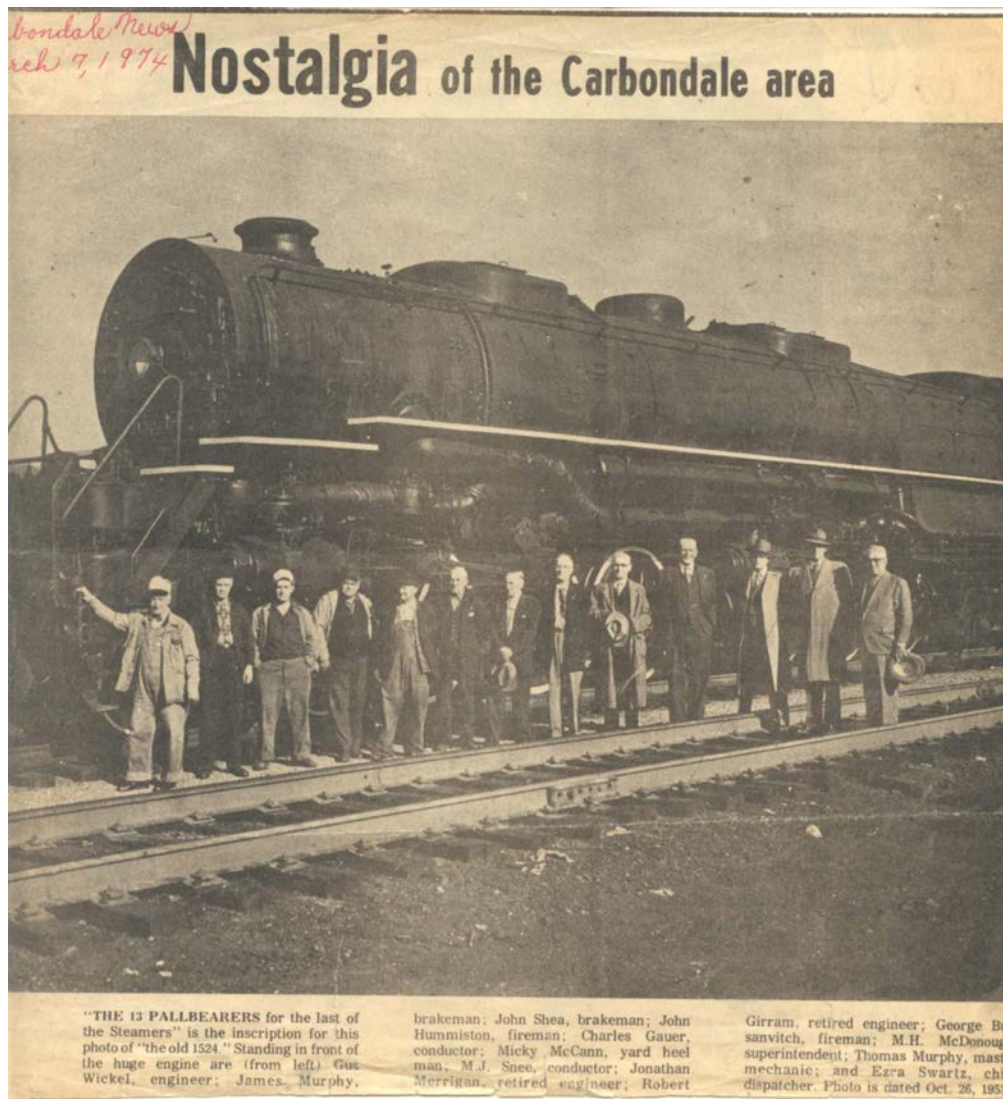
Scrapping the Challengers:

All 40 of the D&H Challengers were scrapped in 1952 and 1953. On October 26, 1953, the last Challenger on the D&H, No. 1524, as well as one of the last Ks (4-8-4; used by the D&H in passenger service), No. 312, both “dead”, left the Carbondale yard and were switched into a southbound freight, bound for Bethlehem Steel Company at Bethlehem, PA, where they were scrapped.

Three photographs, all in the holdings of the Carbondale D&H Transportation Museum, are known to exist of the departure of No. 1524 from Carbondale on October 26, 1953:

1. Newspaper clipping from the *Carbondale News* of March 7, 1974, showing a *Nostalgia* photo taken on October 26, 1953, of thirteen men standing beside No. 1524 on its final trip out of Carbondale. In this photo, which is given in Volume XVI, p. 436 of the author's D&H series, there are 13 men standing beside No. 1524, namely: Gus Wickel, engineer; James Murphy, brakeman; John Shea, brakeman; John Hummiston, fireman; Charles Gauer, conductor; Micky McCann, yard heel man; M. J. Snee, conductor; Jonathan Merrigan, retired engineer ;Robert Girram, retired engineer; George Bursanvitch, fireman; M. H. McDonough, superintendent; Thomas Murphy, master mechanic; and Ezra Swartz, chief dispatcher.

Here is that newspaper clipping:



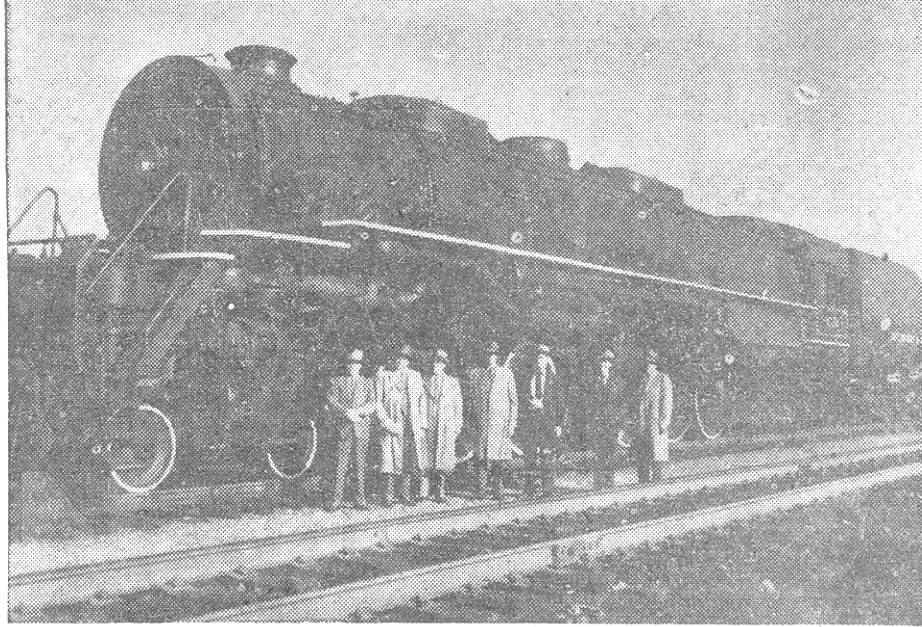
2. A black and white photograph of No. 1524, prior to its departure from the Carbondale yard on October 26, 1953, to be scrapped, was also taken by the Carbondale photographer Cramer. In this photo, which is shown here and which is given in Volume XV, p. 158 of the author's D&H series, there are eleven men standing beside No. 1524. They are, from left: M. J. McDonough, Pennsylvania Division Superintendent; Edward Foley, general yardmaster; K. F. Spiegel, director of car service; Robert Rhodes, yardmaster; Thomas Murphy, yardmaster; Arnold Quinney, assistant trainmaster; Stanley Farrell, road foreman of engines; John Gilmartin, assistant foreman of engines; Ezra Swartz, chief dispatcher; John Mannion, assistant trainmaster, and Frederick Mitchel, yardmaster.

Here is that photograph:



3. Newspaper clipping from the *Carbondale News* of October 26, 1953 of a photo by M. Schella showing the imminent departure from Carbondale of No. 1524, with seven men standing beside No. 1524. They are: Ezra Swartz, M. J. McDonough, K. F. Spiegel, Thomas M. Murphy, Stanley Farrell, Jack Gilmartin, and John Mannion.

Here is that newspaper clipping:



PENNSYLVANIA DIVISION OFFICIALS of the Delaware and Hudson lined up this morning for a farewell picture with the departing 1524, one of the line's two last steam engines en route to the steel mill as scrap. From left to right: Ezra Swartz, M. J. McDonough, K. F. Spiegel, Thomas M. Murphy, Stanley Farrell, Jack Gilmartin and John Mannion. (NEWS photo, M. Schella).

Published with the above photograph was the following article: **"Last of Steam Engines on D&H Sold for Scrap / 1524 and 312 Hauled Away This Morning on First Lap to Torch /** The last of the Delaware and Hudson Railroad Corporation's steam engines were pulled out of Carbondale Yard this morning about 10. They were scheduled for transfer to the Lehigh Valley and shipment to the Bethlehem Steel Co. to be cut up as scrap metal. / Sandwiched in among freight and coal cars the 1524 and the 312 were hauled out 'dead,' their boilers cold and their driving rods removed. Their departure marked 'the end of steam' on the railroad which first introduced it to the United States [in 1829]. / . . . Coming through the years from 1829, the D&H in 1945 had 357 steam locomotives and two diesel engines. It was between 1940 and 1946 that the company purchased the huge 'J' class or 1500's for high speed freight service and the big 'K' class 300's for passenger service. / Today, Oct. 26 of 1953, the last of the 'J's' and the last of the 'K's' were taken away. They will be cut up and fed into the furnaces of Bethlehem Steel as scrap. / Instead of the 357 steam and two diesel engines of 1945 the D&H today has 179 diesel locomotives, 51 of them 1000 horsepower switchers and 128 1500 horsepower road switchers. / When the D&H received the first of its original order of 20 1500's in 1940 it put out a folder announcing that it was 'setting the pace with faster, more efficient freight service.' / This was no idle promise, for the 'J' pulled bigger trains faster than any power the road previously had owned. Railroad men regard the class as among the greatest steam engines ever built. / The length overall of the monster was 116 feet 8 1/2 inches and when carrying a full load of coal and water

the engine and tender weighed 986,100 lbs. or 493 tons. The tender had a water capacity of 22,500 gallons and a coal capacity of 26 tons. The locomotive burned a full carload of coal on a round trip between Carbondale and Oneonta. / Great service was rendered to the road by the new locomotives in the World War II period. It is reported that a single 1500 once started a train of 10,000 tons of bauxite ore at Sidney, unaided. / Speed records are not available but there are rumors that one or more curious engineers determined that the big fellows could do 70 mph with a full train."

When the D&H received the first of its original order of 20 Challengers in 1940 it put out a folder announcing that it was 'setting the pace with faster, more efficient freight service.' That was no idle promise, for the Challengers pulled bigger trains faster than any power the road previously had owned. Railroad men--and many others--regard the Challengers as among the greatest steam engines ever built.

Great service was rendered to the road by the Challengers in the World War II period. It is reported that a single Challenger once started, unaided, pulled a train of 10,000 tons of bauxite ore at Sidney. Speed records are not available but there are railroad men who affirm that a Challenger could do 70 mph with a full train.

* * * * *

8. Addition for Volume XV: Specifications/builder's card for Challenger locomotives:

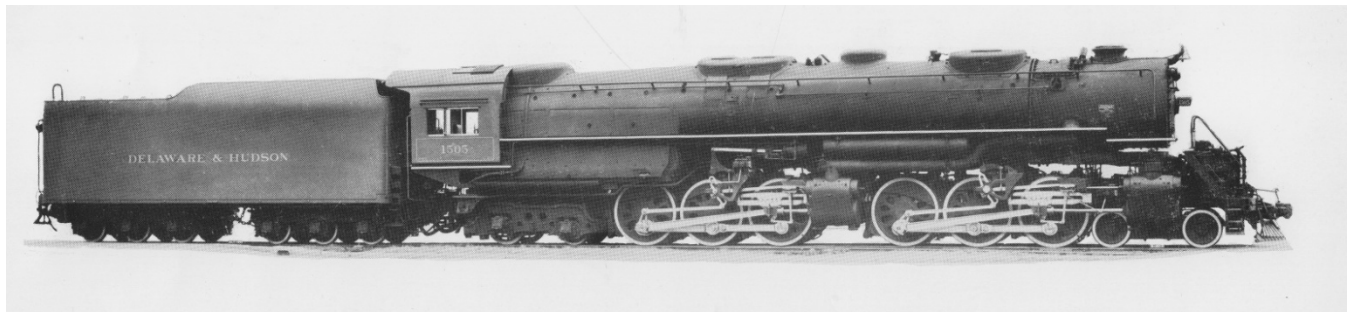
Mallet Freight Type 4-6-6-4

Built 1945

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	GAINES ARCH		Number	Diameter	Length
						Length	Width			
4'-8½"	20½"	32"	69"	94½"	285 lbs.	213½"	108½"	222 60	21¼" 5½"	22'-0"
WHEEL BASE				WEIGHT IN WORKING ORDER—POUNDS						
Driving	Engine	Engine & Tender	Leading	Driving	Trailing	Engine	Tender (23 Load			
12'-2" & 12'-2"	59'-11"	103'-6"	76000	406500	114500	597000	310200			
FUEL	EVAPORATING SURFACES, SQ. FT.					SUPERHEATING SURFACE SQ. FT.	GRATE		MAXIMUM TRACTION POWER	FACTOR OF ADHESION
Kind	Tubes	Flues	Fire Box	Arch Tubes	Total		Length	Width		
Soft Coal	2864	1892	556	77	5389	1681	108 Sq. Ft.	94400 lbs.	4.31	

Tender Type, 12-Wheeled
Capacity, Water, 22500 Gals.
Fuel, 26 Tons

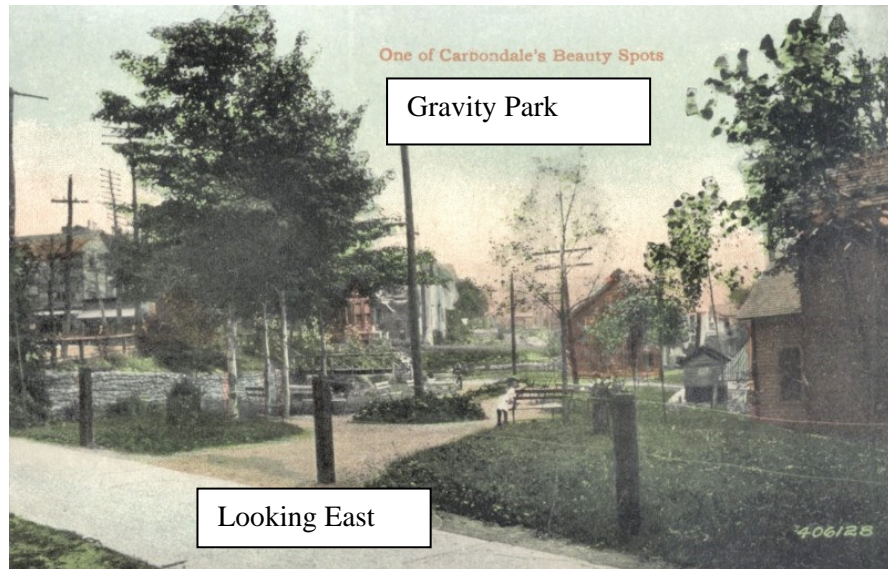
9. **Addition for Volume XV: D&H No. 1505 (Challenger).** Photo in the collection of the Carbondale D&H Transportation Museum.



10. **Addition for Volume XXIII: “Quality of Life” addition:** posted on *Facebook* on May 1, 2018: Father Mathew United Benevolent Total Abstinence Society of Carbondale, PA.

<p align="center">FATHER MATHEW United Benevolent TOTAL ABSTINENCE SOCIETY OF CARBONDALE, PA.</p>		
<p>“It is good not to eat flesh, and not to drink wine, nor anything whereby thy brother is offended or scandalized or made weak.”—ROM. XIV.21.</p>		
<p>“Wo to him that giveth drink to his friend, and presenteth his gall and maketh him drunk.”—HABACUC II.15.</p>	<p>“In this sign thou shalt conquer.”</p>	<p>“They that give themselves to drinking, and that club together, shall be consumed; and drowsiness shall be clothed with rags.”—PROV. XXIII.21.</p>
<p align="center">Pledge.</p>		
<p>FRUITS OF Temperance.</p>	<p>I PROMISE to abstain from ALL intoxicating drinks, except used medicinally and by order of a medical man: and to</p>	<p>FRUITS OF Intemperance.</p>
<p>Domestic Comfort. FAVOR OF GOD. RESPECT OF MAN. PEACE AND PLENTY. Length of Days. Health of Soul and Body. Eternal Happiness.</p>	<p>discountenance the cause and practice of intemperance.</p>	<p>Ruin of Families. ANGER OF GOD. CONTEMPT OF MAN. Poverty in its Worst Forms Disease and Crime. Insanity, Premature Death Eternal Misery.</p>
<p><i>John Cornell</i> took the Total Abstinence Pledge, the <u>7th</u> day of <u>January</u> 18<u>70</u></p>		
<p>ATTEST: <i>W. G. Peary</i> Rec. Secretary. <i>Martin Jordan</i> Cor. Secretary. <i>John Kelly</i> President.</p>		

11. **Addition for Volume XX:** Gravity Park, Carbondale, before the D&H Gravity Monument was erected therein; posted on *Facebook* on May 1, 2018:



12. **Addition for Volume XV:** Roundhouse: posted on *Facebook* on May 1, 2018; not Carbondale, but where: Oneonta, Green Island, Binghamton?



13. **Addition for Volume I:** Will Durand, Volume I, p. 99:

“In one sense all human history hinges upon two revolutions: the Neolithic passage from hunting to agriculture, and the modern passage from agriculture to industry; no other revolutions have been quite as real or basic as these.”

14. **Addition for Volume VII:** Owney, the Traveling D&H Dog: see Volume VII, pp.139-142:

Article for July issue 2018 of the *Bulletin of the Bridge Line Historical Society*:

More on Owney, the Celebrated Traveling Dog
By S. Robert Powell, Ph.D.

Enjoyed very much the article by Steve Barnes, “Albany’s Lost Canine Celebrity,” about Railroad Jack and Owney, the celebrated railroad-riding dogs in the 1880s and 1890s from Albany, that was published on p. 30 of the May 2018 issue of the *BLHS Bulletin*.

Remarkably, Owney is the subject of a story titled “D&H Traveling Dog Preserved for Posterity in Smithsonian” that was published on page one of the *Carbondale Daily News* (October 1, 1959) that was written by a Carbondale journalist as a consequence of an inquiry to the *Albany Knickerbocker News* about “the D&H traveling dog” from Joseph B. Sirianni, a former Albanian, then living in Carbondale.

From that article in the Carbondale paper, we have learned some interesting facts about Owney that were learned by Sirianni, who wrote to the *Albany Knickerbocker News* to see if he could get a copy of the column in that paper that was written by the veteran Albany newsman, Charles L. Mooney, who devoted his entire column on September 24, 1959 to a review of the history of Owney, who began his world-girdling career with a trip from Albany to Carbondale via a D&H mail car and who served for nine years as the unofficial mascot of the U. S. Railway Mail Service.

Mooney wrote back to Sirianni and said that he did not have a copy of that column but told Sirianni what he knew about Owney and what he had learned from Albany Mayor Erastus Corning who had read about Owney in the book *Dogs and People* by George and Helen Papashvily. Sirianni then conveyed that information to the *Carbondale Daily News* reporter who wrote the page one story about Owney for that Carbondale paper.

At the beginning of his letter to Sirianni, Mooney said: “It’s a long time since Owney the Mail Dog hopped aboard a train to carry the name and fame of Albany to far corners of the world, but the fabulous canine has tongues wagging again in places as far apart as England and Carbondale, Pa.”

In that article in the Carbondale paper, the Carbondale reporter quoted what Sirianni had learned from Mooney, as follows: “Owney often has been termed the world’s foremost homing dog. A little fellow with traces of Scots terrier, Irish terrier and Airedale, he wandered into the Albany Post Office one day as a pup. The mail clerks promptly adopted him and presented him a collar bearing his name and address. Owney used to ride the mail trucks between the Post Office and Union Station. One day, apparently with a desire for a longer ride, he hopped aboard a D&H mail car and rode to Carbondale. Having made that run several times, Owney changed trains one day, traveled over several railroads and returned to Albany, with souvenirs attached to his collar, attesting to the fact that he had been to the West Coast.”

Shortly thereafter, Owney became an international traveler. Mooney: “August 19, 1895, Owney’s postal pals packed a light bag for him with his brush, comb, and blanket and a letter of introduction to postal authorities everywhere. With the little bag hanging from his collar, Owney was off. He reached Tacoma and some one there put him on the *SS Victoria*, just sailing for Japan. Folks in Tokyo had never heard of Owney, but his letter of introduction sufficed for him to be ‘received’ by a representative of the Mikado, who gave him a special seal. From Japan, Owney sailed to Shanghai, Singapore and Port Said, stopped off for a visit in Gibraltar and the Azores and trotted into the Albany Post Office on Dec. 23, having circled the globe in 132 days.” (Childs, see below, says that Owney’s around-the-world tour on the *SS Victoria*, a Northern Pacific mail steamer, was a 129-day publicity tour.)

An article about Owney by Arcynta Ali Childs titled “Mail Pooch” was published in the September 2011 issue (p. 35) of *Smithsonian* magazine.

In that *Smithsonian* article, we read: “Owney began his public service career in 1888, after his owner--a postal clerk in Albany--abandoned him. The other clerks took him into their care and Owney bided his time, sleeping on mailbags. When the mailbags moved--first to the mail wagon and then to the railway station--Owney went with them. At first, the four-legged postal carrier rode the local trains, but he eventually traveled throughout the United States.”

In Childs’ article, we also read: “Owney’s fame grew. The clerks outfitted their mascot with a collar, which accumulated medals and tags with each city he visited. When there were too many tags for the collar, Postmaster General John Wannamaker gave Owney a harness for them. He became a popular special guest at dog shows.” He also became the subject of children’s books and songs.

Following his death in 1897, the mail clerks raised money to have Owney’s body preserved by taxidermy. Owney was kept on display at the U. S. Postal Department in Washington until 1912, when he was donated to the Smithsonian. In 1993, he was moved to the new National Postal Museum, where there was also a statue of Owney.

In 2009, the National Postal Museum decided to create a new Owney exhibit. Before being put on display, Owney was restored by taxidermist Paul Rhymer (photo of Owney and Rhymer in the *Smithsonian* article). In July 2011, the U. S. Postal Service issued a postage stamp with Owney's image thereon (stamp reproduced on-line at Smithsonian.com/owney and in Volume VII, p. 142, of Powell's D&H series).

Owney's story is remarkable and heart warming. It is also a wonderful testament to the compassionate railway and postal employees who looked after Owney in his travels all across America and around the world.

* * * * *

[article published in July 2018 issue of *BLHS Bulletin*, p. 6]

On July 14, 2018, we discovered, in one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society, two newspaper articles about Owney that were published, in a Scranton newspaper in 1897. Here are those two articles:

OWNEY.

THE MASCOT OF THE RAILWAY MAIL SERVICE.

Few people, not to mention members of the canine family, are so widely traveled as Owney, the pet and mascot of the railway mail service.

He belongs to no one person in particular, but is the protegee, for the time being, of any mail clerk with whom he comes in contact.

Owney is a medium sized, cinnamon colored mongrel, but is endowed with sufficient intelligence to compensate for any lack of refined pedigree. He has visited every city of prominence in the

United States, and his trans-Atlantic acquaintance is equally as extensive, his badges of distinction everywhere winning for him respect and attention.

Owney entered Uncle Sam's service about ten years ago when a forlorn, homeless dog he strayed into the Albany post office.

Through the kindness of the mail clerks he attached himself to them and for a number of years ran on the road between Albany and New York and in this way finally drifted to the New York post office, where, when he is not "globe trotting," he makes his home.

He will remain here two, three or four weeks, as the case may be, until the migratory fever is upon him, when he jumps into the registry wagon, which is always in charge of a mail clerk, and off he goes to the station.

THE WAY HE TRAVELS.

Owney apparently has a well defined itinerary laid out, for no amount of coaxing or persuasion can keep him home when he wishes to go, or arbitrate in which direction his journey shall extend. Whatever train he elects to board, his credentials are recognized and he is immediately taken charge of and made welcome by the postal clerks, with all of whom he is the greatest pet and which affection is amply returned, for Owney looks with much disfavor upon anyone not attired in the garb of the mail service.

He occasionally alights at a station that pleases his fancy, makes his transfers entirely on his own account, and appears to understand fully where all trains meet and also where and when different connections are made.

His travels have led him into nearly every portion of the globe, one of his most extended trips being to Siberia, where he went presumably to investigate the exile system.

No one has been able to induce him to relate his views on the subject for Owney is a conservative beast and though he keeps up a deep thinking, is not given to promiscuous arguments.

Last summer his journey extended to China and Japan. With the advent of the new year Owney showed signs of restlessness and after some days spent in consulting guide books, January 3 saw him boarding the Pennsylvania limited en route for California, where he is sojourning at the present writing.

AN HONORED GUEST.

Wherever he stops, he is the object of much solicitude and the greatest admiration and his friends, the mail clerks, point to him with pride as being the brightest, most intelligent and most widely traveled dog in the country.

After weeks and months of absence, one day his dogship will appear in New York, apparently delighted to be at home once more, with his collar and the harness that he wears, fairly bristling with tags, medals, ribbons, etc., placed there by admiring friends.

Superintendent of Mails Lyons of the Brooklyn postoffice, says: "Owney is in many respects a remarkable dog. He visits us occasionally whenever it takes his fancy. One extremely warm day last summer he came over here in the registry wagon and, as was eminently proper, reported at once to me.

OWNEY'S DECORATIONS.

"He was completely prostrated by the heat and the weight of the harness and medals, so that he could not lie down without much discomfort. I relieved him of his trappings, which, besides his harness, consisted of about two pounds of medals, and you never saw such a delighted and grateful animal at the relief afforded him. Then he quietly took possession of a soft seat and slept peacefully there during the day. I sent the tags to the bureau of post-office curiosities at Washington, where they now repose as evidences of a dog's sagacity."

There are nearly 200 tags in tin, brass and silver, among them is a silver spoon from Fort Wayne, Ind.

"He [Owney] was completely prostrated by the heat and the weight of the harness and medals [weighing nearly two pounds], so that he could not lie down without much discomfort."



Owney.

Nearly 200 tags and medals of tin, brass and silver that were presented to Owney during his travels were attached to his harness.



The members of the Toledo Produce Exchange presented Owney with an elaborately engraved tag and he was also the recipient of one from the board of trade at Seattle, Wash. There were tags from different clubs and organizations of St. Paul, Minneapolis, and also from Dakota.

Owney was an honored guest at the convention of Iowa bankers held at Council Bluffs in May, 1893, and was presented with a handsome silver tag, bearing the inscription: "Owney, Our Guest. May he live long and prosper."

Owney's collar had two brass plates fastened upon it, one bearing his name and address: "Owney, Postoffice, Albany, N. Y." The other, presented at Seattle, Wash., in October, 1893, which reads:

"I guess I'm innocence abroad,

For I travel through thick and thin;

But I meet with kindly treatment,

And I like to be taken in."

He usually returns weary and travel-worn, and on reaching the postoffice will immediately jump into an open safe which he has pre-empted as a resting place, and make his bed upon some mail sacks thrown there for his comfort and there he will sleep three or four days leaving his bed only long enough to satisfy his hunger, until he has thoroughly recuperated from his journey.

The future is no doubt destined to hear further of Owney's travels, should no harm come to him.

OTHER FAMOUS DOGS.

There are many instances in New York city of the remarkable achievements of dogs, who have rendered conspicuous service by their faithfulness and sagacity.

One is the famous bull-terrier "Nigger Jim," who some years ago was the pet of the nineteenth precinct. He made a record by the assistance rendered the police in thief catching. He was particularly death on negroes, who are especially numerous in the precinct, and which won for him the title "Nigger Jim." This name was afterwards changed to "Tenderloin" for evident reasons.

Of late years he would only accompany one squad of officers, returning with them when the watch was ended.

He was awarded a medal at the Westminster Kennel club bench show, upon which was engraved:

WEDNESDAY.....MARCH 3, 1897

"OWNEY KILLED."

A Famous Dog That Will Ride in Mail Cars No Longer—His Extensive Travels.

According to the Buffalo News, "Owney," the famous railroad traveling canine, which was in Scranton about a month ago, is now no more. "Owney" was extremely partial to Uncle Sam's railway mail service and always traveled with the mail clerks in the mail cars. He was the pet of the railway mail service and in every city in which he stopped was royally treated by the postoffice attaches. Though he had most fastidious tastes as to what he ate, "Owney" did not like turkey, as those who offered him choice bits of the popular Christmas fowl in Scranton discovered.

The details of "Owney's" taking off are not known but the mail cars of which he was so fond were the ones that crushed out his life. He was run over while attempting to jump upon a mail train at a small town between Syracuse and Albany. He was a medium-sized cinnamon colored mongrel of extraordinary intelligence for a canine. About ten years ago he was picked up in a grocery store in Albany by the driver of a mail wagon who was asked to take him away. One day he strolled into a postal car and curled himself up among the mail bags for a nap. The car started before he awoke and from that trip which ended at Utica he developed his penchant for traveling about in mail cars. No postal clerk ever refused him a ride and when he wanted to get away on a trip no amount of persuasion ever succeeded in preventing him from going.

It is said that this dog traveled to nearly every point on the globe, one of his extended trips being to Siberia. He had also visited Alaska and on a collar which he wore about his neck appeared a number of tags, showing the dates upon which he had been at the principal points that he had visited. Once he is said to have encircled the globe in 132 days and in Hong Kong, while on this trip he lost one of his eyes. Some of the tags on his collar bore amusing inscriptions.

The following article was submitted to the *BLHS Bulletin* on August 28, 2018, and was published in the October 2018 issue of the *BLHS Bulletin* on page 6:

How did Owney, the celebrated D&H traveling dog, die?

By S. Robert Powell, Ph.D.

Two articles about Owney, the celebrated dog who rode the rails in America in the late nineteenth century, including those of the D&H, were published in the *BLHS Bulletin* in 2018: “Albany’s Lost Canine Celebrity” by Steve Barnes (May 2018, p. 30) and “More on Owney, the Celebrated Traveling Dog” by S. Robert Powell (July 2018, p. 6)

Given those two articles, it is impossible for some of us not to take note of any additional information on Owney that might surface in the course of our on-going research on the history of railroading in the nineteenth and twentieth centuries.

In that regard, on July 14, 2018, we discovered, in one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society, two newspaper articles about Owney that were published, in a Scranton newspaper in 1897.

In the first of those articles, titled “Owney, the Mascot of the Railway Mail Service,” there are many interesting facts about Owney and his travels that have not been reported in any other published accounts of the life of Owney, e.g., Owney was an honored guest at the convention of Iowa bankers held at Council Bluffs in May, 1893, and was presented with a handsome silver tag bearing the inscription: “Owney, Our Guest. May he live long and prosper.”

The second of those articles, which is dated Wednesday, March 3, 1897, is titled “OWNEY KILLED, a Famous Dog That Will Ride in Mail Cars No Longer--His Extensive Travels.” That article begins as follows:

“According to the *Buffalo News*, “Owney,” the famous railroad traveling canine, which was in Scranton about a month ago, is now no more. ‘Owney’ was extremely partial to Uncle Sam’s railway mail service and always traveled with the mail clerks in the mail cars. He was the pet of the railway mail service and in every city in which he stopped was royally treated by the postoffice attaches. Though he had most fastidious tastes as to what he ate, “Owney” did not like turkey, as those who offered him choice bits of the popular Christmas fowl in Scranton discovered. / The details of “Owney’s” taking off are not known but the mail cars of which he was so fond were the ones that crushed out his life. He was run over while attempting to jump upon a mail train at a small town between Syracuse and Albany [emphasis added]. He was a medium-sized cinnamon colored mongrel of extraordinary intelligence for a canine. About ten years ago he was picked up in a grocery store in Albany by the driver of a mail wagon who was asked to take him away. One day he strolled into a postal car and curled himself up among the mail bags for a nap. The car started before he awoke and from that trip which ended at Utica he

developed his penchant for traveling about in mail cars. No postal clerk ever refused him a ride and when he wanted to get away on a trip no amount of persuasion every succeeded in preventing him from going.”

Owney was killed in 1897 as he was attempting to jump upon a mail train at a small town between Syracuse and Albany. He did not die of old age, as the article in the *Carbondale News* of October 1, 1959, p. 1 (“D&H Traveling Dog Preserved For Posterity In Smithsonian”) would have us believe. Neither was he shot and killed by a deputy U. S. marshal, as Arcynta Ali Shields and the research staff at the National Postal Museum allege in the article titled “Mail Pooch” in the September 2011 issue (p. 35) of *Smithsonian*.

15. Addition for Volume XXIII: Delaware Hudson Transportation Heritage Council Bus Tours, April 30 and May 6, 2018:

Press Release – For Immediate Release
Contact: Sally Talaga, sltalaga@gmail.com
March 5, 2018

Bus Trip Tours D & H Canal Company Sites From Carbondale to Lackawaxen, PA

On April 29th, from 9:00 to 4:00, this bus tour will stop at nine historic sites relating to the Delaware & Hudson Canal Company's gravity railroad between Carbondale and Honesdale, PA and its canal between Honesdale and Lackawaxen, PA. The cost is \$45.00 per person, including admissions and a sit down lunch at Cora's 1850 Bistro in Hawley, PA.

The twenty-nine passenger bus will leave Wayne County Visitor's Center's lower parking lot, Commercial Street, Honesdale at 9 AM and drive to Carbondale's gravity plane one's monument where Dr. Robert Powell will give a talk about the side and be the step on guide back to Honesdale. Along the way, stops will be made at Waymart Area Historical Society's Gravity Depot with its open-air gravity car, and a gravity railroad's engine house foundation and intact portions of light and heavy tracks. Wayne County Historical Society's Retired Executive Director Sally Talaga will then become the guide from Honesdale with stops at the White Mills Lock Tender House, D & H Canal Park at Lock 31, Lock House 22 and its locks, and the Roebling Aqueduct/Bridge in Lackawaxen, PA. Other related sites will be pointed out along the way and maps provided before returning to Honesdale at 3:45 PM and an optional tour of Wayne County Historical Society's main museum, including its D & H Canal exhibit.

Tickets can be purchased by calling 570 253-3240 Friday and Saturday from 10 AM to 4 PM with a credit card or mailing your check and lunch selection (turkey and brie sandwich, roast beef and cheddar melt or garden salad with chicken and mushroom) to WCHS, PO Box 446, Honesdale, PA 18431. Be sure to include your phone number. Payment must be received by Sunday, April 15th.

Future trips along the remaining 108-mile canal to Kingston, New York on the Hudson River, will be offered to complete the scenic tour of the D & H Canal Company's operations from 1828 to 1898.

**DHTHC's D & H Canal Co. Bus Trip #1 - Carbondale to Lackawaxen, PA
April 29 & May 6, 9:00 to 3:45**

Board 29-passenger in Wayne County Visitor's Center's lower parking lot (track side),
bathrooms available starting at 8:30. Need to remind Jeff.

9:00 - Drive from Honesdale to Carbondale's plane 1 monument

9:30 – 9:50, Stop 1. - Robert Powell gives talk at monument & step on guide back to
Honesdale via Rt. 6. Need Robert's cell phone number.

10:05 – 10:25, Stop 2 – Waymart Area Historical Society, tour **Gravity Depot & open-
air gravity car**, Jane 570 470-5718 or 488-6750

10:35 – 11:05, Stop 3 – Plane 14 light track's engine house foundation & intact
portions of light & heavy tracks, 275 Bear Swamp Rd, Honesdale, 29th Paula 570 352-4944,
6th Scott 570 470-2703

From Rt.6 in Keen, point out gravity railroad stone arch bridge

In Honesdale drive by **Stourbridge Lion State Historic Marker, Wayne County Historical
Society**, 810 Main Street museum

11:20 – 11:40 - Stop 4 – White Mills Lock (33) Tender House, Lock Street, White Mills

11:45 – 12:15 - Stop 5 – D & H Canal Park at Lock 31, 179 Texas Palmyra Highway,
Hawley

Take Main Ave. to Park Place, turn left on Park Place, drive by **PA Coal Co. Office; Bingham
Park; D & H Canal Co. office, 730 Hudson Street**, Hawley; right on Welwood Ave.

12:25 – 1:25 - Stop 6 – Lunch – Cora's 1850 Bistro, 525 Welwood Ave. Hawley,
570 352-5731 or 226-8876

Take Rt. 590 to Towpath Road, turn right on Towpath Road, & proceed along Lackawaxen
River to

1:35 – 2:00 - Stop 7 – Lock House 22 & locks, 944 Towpath Road, Hawley, PA Need John's
phone number.

View lock walls & Lackawaxen Aqueduct abutment along Towpath Road to

2:30 – 3:00 Stop 8 – Roebling Aqueduct/Bridge, Lackawaxen, PA Need Zane Grey
number.

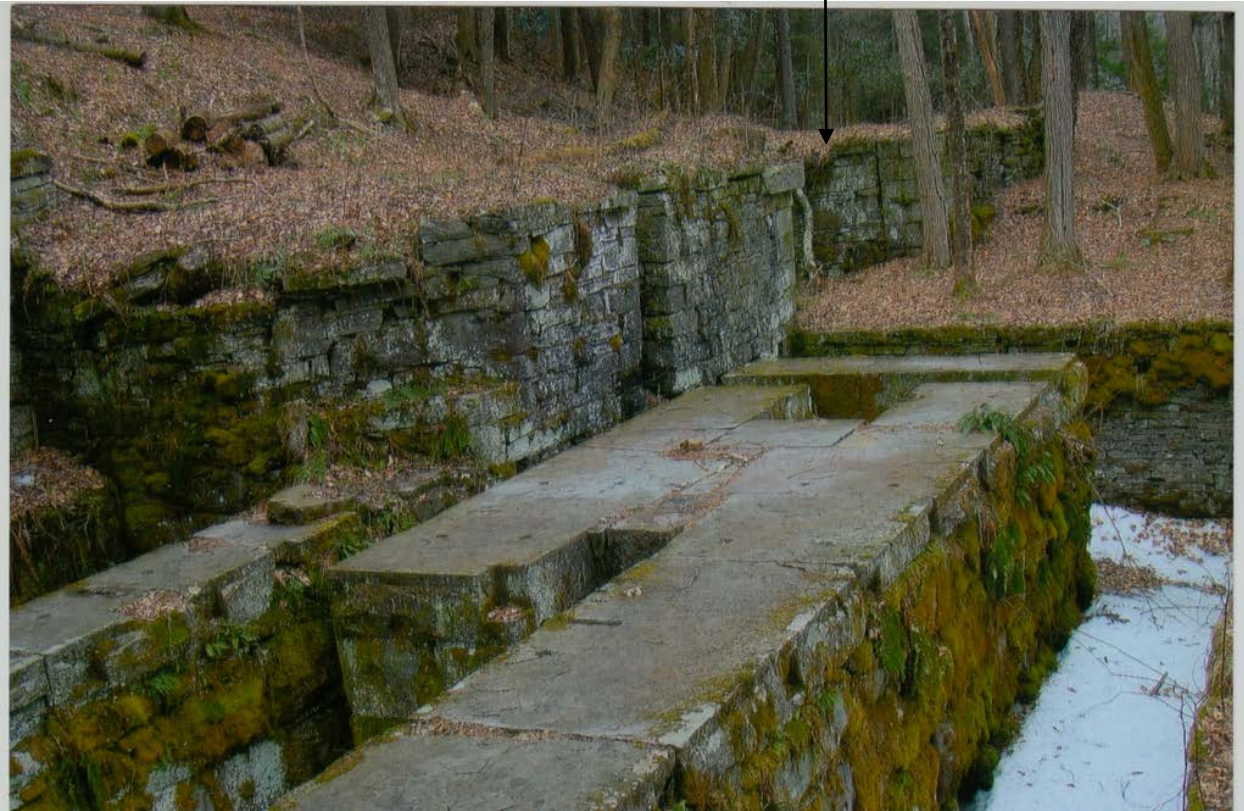
3:00 – 3:45 - Drive from Lackawaxen back to start in Honesdale via 590 & Long Ridge Road.
Wayne County Historical Society's main museum will be open at end of bus trip for
passengers to view D & H Canal Co. exhibit & purchase related items in their Museum Shop.
Wayne County Visitor's Center's bathroom will also be open.

16. **Addition for Volume IV:** More photos taken at Plane No. 14 (property owners, Paula and Scott Bennett) during the Gravity Railroad tours, hosted by the Delaware and Hudson Transportation Heritage Council (also Wayne County Historical Society and Carbondale Historical Society), April 30 and May 6, 2018). See Volume II, pp. 117-120 in this D&H series:



Engine House Foundation, west of the Head of Plane No. 14. In this view we are looking west.

Level No. 14



Engine House Foundation, west of the Head of Plane No. 14, showing a portion of Level No. 14

This quarry is down the hill, on the north side of the light track. The foundation stones for the engine house on this plane--and others--surely must have been quarried here.



Quarry at Plane No. 14, between the light and loaded tracks (located just over the bank from the engine house site)



Photo taken by the author from the head of Plane No. 14 on the Delaware and Hudson Gravity Railroad Light Track, showing abutment on the South shore of the Lackawaxen River for the Honesdale and Clarksville turnpike bridge that was erected there over the Lackawaxen River, probably in 1830, and used until no later than 1845, when the second configuration of the Gravity Railroad was installed.

17. Addition for Volume IV: D & H Time Table, June 27, 1876:

New Time Table.

A new Time Table went into effect on the Del. & Hud. RR. on Monday, June 27, 1876.

Trains now run as follows:—

Passenger Trains—first class—leave Carbondale at 8:30 A. M.; and 12:40, 3:20 and 5:38 P. M., arriving at Scranton at 9:17 A. M.; 1:25, 4:00 and 6:26 P. M.

Arrive at New York at 3:45 and 9:15 P. M.

Arrive at Philadelphia at 4:55, 8:10 and 9:45 P. M.

Also, a Second Class Train leaves Carbondale at 6:30 A. M., arriving at Scranton, at 7:55 A. M.; and Philadelphia at 2:05 P. M.

Trains leaving Philadelphia at 6:55 A. M., by D., L. & W., and at 7:00 A. M. by L. & S.; and New York by D., L. & W. at 8:30 A. M.; and Scranton at 2:19 P. M., arrive at Carbondale at 3:10 P. M.

Trains leaving Philadelphia at 11:00 A. M. by D., L. & W.; and New York at 12:00 M.; and Scranton at 7:20 P. M., arrive at Carbondale at 8:18 P. M.

Trains also leave D., L. & W. Depot, in Scranton, at 6:30 and 10:00 A. M., arriving at Carbondale at 7:10 and 10:58 A. M.

Also, Second Class Train at 8:20 A. M., arriving at Carbondale at 10:10 A. M.

JEFFERSON BRANCH R. R.

ERIE TRAINS, stopping at all stations, leave Carbondale at 11:05 A. M. and 3:30 P. M. Arrive at Susquehanna at 12:53 P. M. and 7:40 P. M.

Trains leave Susquehanna at 6:20 A. M. and 3:45 P. M., arriving at Carbondale at 10:55 A. M. and 5:35 P. M.

DEL. & HUD. TRAINS, do not stop between Carbondale and Jefferson Junction—leave Carbondale at 7:10 A. M. and 3:25 P. M. Arrive at Jefferson Junction at 8:50 A. M. and 6:20 P. M.

Trains leave Jefferson Junction at 11:28 A. M. and 1:40 P. M. Arrive at Carbondale at 2:50 P. M. and 3:20 P. M. Del. & Hud. trains connect, *via* Nineveh branch, with trains on Albany and Susquehanna R. R.

First and Second
Class trains
between
Carbondale and
Scranton

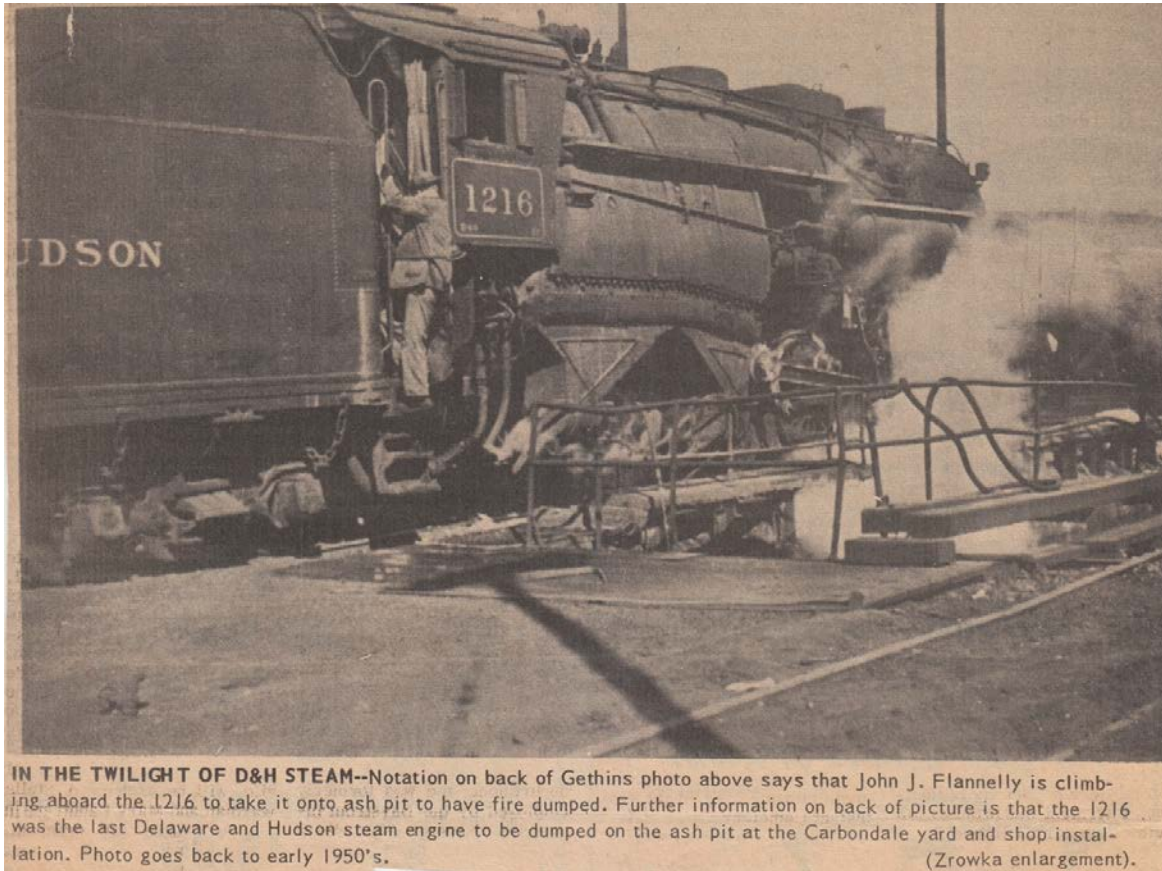
Trains on Jefferson
Branch of the Erie
between Carbondale
and Jefferson Junction:
Erie trains stop at all
stations, D&H trains do
not stop between
Carbondale and
Jefferson Junction. At
Jefferson Junction,
D&H trains connect,
via the Nineveh branch,
with trains on the
Albany and
Susquehanna Rail
Road.

— At the annual meeting of the stockholders of the Del. & Hud. Canal Company, held on Tuesday afternoon at the Company's office in Broadway, New York, the following board of managers was elected: Abiel A. Low, Robert Lenox Kennedy, James M. Halstead, Le Grand B. Cannon, George Cabot Ward, James Roosevelt, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, W. J. Hoppin, J. Pierpont Morgan and Robert S. Hone. Subsequently the board met and re-elected Thomas Dickson of Scranton, Pa., President; James T. Hartt, of New York, Treasurer, and George L. Haight, also of New York, Secretary. The board of managers in their yearly report state that the depression in business caused by the panic of 1873 seriously affected their coal tonnage, and instead of the increase which can be relied upon with reasonable certainty in average years, their minings were 50,000 tons less than in 1875. There was also a falling off in the gross receipts of their railroads.

19. **Addition for Volume XV:** On June 12, 2011, John V. Buberniak said the following about this photograph, which is in the collection of the Carbondale D&H Transportation Museum: “The man in the engine is a Mr. Robinson.”



20. **Addition for Volume XV:** D&H No. 1216 on its way to the ash pit to have the fire dumped:



John J. Flannelly climbing aboard D&H No. 1216 on its way to the ash pit to have the fire dumped (the last D&H engine to be dumped at the Carbondale ash pit). Photo enlargement by Mike Zrowka.

21. **Additions for Volumes IX and X:**

1. June 12, 1885 "Gravity Notes" from the *Carbondale Leader*
2. December 22, 1885 "Railroad Notes" from the *Carbondale Leader*
3. November 11, 1886 "A Chapter of Accidents" from *The Journal*,

"Field strawberries are beginning to ripen."



GRAVITY NOTES.

Field strawberries are beginning to ripen.

Samuel Penwarden has been relieved from duty on the Honesdale passenger train.

S. A. Dilts has been doing jury duty in Scranton this week. George Simrell has been acting as foreman at No. 1 foot.

Cyrus W. Hobbs has been promoted from brakeman to conductor on the Honesdale passenger train, a position which he is abundantly able to fill. William Pierce takes the head brake and George Nicols working the brakes.

C. L. Stanton is about to sell milk in Carbondale. Those who want good milk would do well to patronize him.

Fred. Kepler would be quite a quoit pitcher if he could keep the quoits from wobbling.

George Foster is justly proud of his turning lathe. Its a whole machine shop.

Some person has written an advertisement on No. 1 scale house announcing a prize fight to come off July 4th, 1895, between Frank Shannon and Billy Bryden.

Paymaster Atherton passed over the gravity to Honesdale yesterday and presented the boys with their pay.

P. J. Foster's tame crow has met with a sad fate. Some one took it from the engine room last Sunday to No. 4 pond and drowned it.

Thomas Jordan, of the switchback, says he don't mind leading a cow but when she leads him around through the trees and stones at the rate of thirty miles an hour there isn't much fun in it.

WHY HE HOOVED IT.

A Carbondale physician and some of his friends came up to No. 4 pond on Wednesday to catch frogs and while the doctor was enjoying himself with his red flannel bait two of the party untied the doctor's horse and drove back to Carbondale leaving the doctor to get home with his choice of three ways, either to walk, go on foot or hoof it. He hoofed it. When he got home the boys were there and invited him to go home with them and eat fried frog legs. The invitation was accepted and all enjoyed themselves. The doctor's appetite was unusually good,—hoofing it had agreed with him.

WAS HE INSANE?

An old man whose name I did not learn was walking down the planes on Tuesday and when he passed No. 6 head the headmen thought he acted strangely and they watched him. He started down the plane walking between the rails, a trip was being pulled at the time, but the man did not seem to know where he was and walked to the bridge that crossed the township road. The headman signaled to the engineer to stop which he did just as the cars met the man on the bridge. Had it not been for the watchfulness of the headman he would have been crushed to death.

"Samuel Penwarden has been relieved from duty on the Honesdale passenger train."

Cyrus W. Hobbs has been promoted to conductor on the Honesdale passenger train, with William Pierce and George Nicols working the brakes.

D&H Paymaster Atherton passed over the Gravity to Honesdale on Thursday, June 11 and paid the Gravity employees.

P. J. Foster had a pet crow in the engine house in which he worked.

Thomas Jordan worked at the switchback.

An old man came very close to being killed by the cars on the bridge over the Owego Turnpike on No. 6 plane on Tuesday, June 9, 1885.

*Carbondale Leader,
06-12-1885, p. 1*

Items About
the Boys All
Along the Line.

RAILROAD NOTES.

Items About the Boys All Along the Line.
Owing to the depression of the anthracite, our trains are somewhat diminished as to numbers and some of the gangs are spending Christmas at home every few days—courage boys, coal mines can't lay out Winter out much longer, the cook stoves will soon be howling anthracite too.

"Lord Nelson" scraped his feet off on a front door rug at Thompson last Monday evening, and went home on crutches the next morning. Dan always goes up on train three, because it is a fast train, and has good company and plenty of good tobacco to chew, for he sits on Bryden's box. Dan says, "Christmas will see him a changed man." Now boys look out for a changed Daniel, he is not the Daniel who was cast in the lions' den, but claims to be a distant relative.

Frank Griner ran "Mt. Huron" last Tuesday while Bryden filed his buck-saw.

Engine 41 has a new kind of stack, called the "hunter" or "take-off stack." It is taken off every night at J. N. and sometimes not put on until returning from Nineveh. If train 3 happens to be in sight the engine will start off at once, no matter about oiling, in all such cases the stack is picked up when returning.

Conductor Gorman says it was not on account of the pulling of pins that his caboose went down the back track a few evenings ago, but, that the drawhead of the gondola next to it was charged so heavily with "magnet" that he could not get the caboose away after the pins were pulled and the brake set tight. "Magnet" makes mighty good links, and requires no pins, but some one must invent a way to connect them. We think a non-conductor would be just the thing. A good rawhide would suit the case.

The baggage master on train 3 went to the barber shop the other day to get a close hair cut, the barber got down his lawn mower to commence his operations, when "Don Pedro," as he is called on the train, asked what that was, and on being told said he would not consent to the operation unless they would give him ether or gas. His request was complied with.

Paddy Pidgeon gets his Christmas turkey of Billy Moyles this year. Last year he got it some where else. Paddy is the best-looking-too-nice-for-anything flagman on our division, and many are the smiles that greet him, while poor Billy only sits there to see and wonder if it wasn't meant for him too.

Billy Moyles says he never had to pay for those geese he killed at Peckville but came mighty near it. That proves the old adage again, that a lie stuck to is as good as the plain truth.

Conductor Skeels is out on his train again after laying off some time on account of sickness.

Billy Rosser, says it is smoking so many of Jack Copeland's cigars that makes him so corpulent. "Balaam" is trying the same thing to frame a bay window on his front porch.

Engineer Norris, has a new way of punishing his fireman when he don't keep her "hot" for him. He backs up to a water crane and tells the fireman to take water, and when raising the valve, which is done by a "crank"—we mean by a screw crank, Norris pulls away and lets the fireman hang suspended in mid-air with a full stream of water pouring on him, and only lets go his hold when exhausted. We hope Jake will never treat Adam to such drinks, for he is a "darling," Jake says.

"Owing to the depression of the anthracite, our trains are somewhat diminished as to numbers..."

Some of the "Railroad Notes" columns have an overabundance of gossipy, in-crowd chatter.

"Paddy Pidgeon. . . is the best-looking-too-nice-for-anything flagman on our division. . ."

"Conductor Skeels is out on his train again after laying off some time on account of sickness."

Carbondale Leader
12-22-1885, p. 2

The Journal, 11-11-1886, p. 3

A Chapter of Accidents.

One day last week, Florence, a daughter of Frank J. Colwell, of High street, about 9 or 10 years old, while skipping along the floor, fell and broke her leg just above the ankle. The broken limb was set by Dr. Bailey.

About seven o'clock on Saturday evening, as B. Frank Wells, the Clifford undertaker, and his daughter, were on their way home from this city where they had been visiting friends, one of the traces attached to their wagon became loose just before they reached the highworks on Dundaff street. The horses became frightened and overcame all the efforts of Mr. Wells to hold them. They rushed up Dundaff street at a furious speed. When nearly in front of Cavanagh's store, the animals broke loose from the wagon, the tongue of which broke, and Mr. Wells was thrown from the wagon. He was picked up in an unconscious condition and taken to the residence of Wm. B. Chase, on Main street. Dr. Bailey was called, who found that no bones were broken, but that he was otherwise considerable injured. At last accounts the injured man's condition was greatly improved. Miss Wells clung to the seat and escaped uninjured.

On Saturday, Thos. K. Dorphy, an employee in the D. & H. car repair shop cut a severe gash in his hand with a sharp chisel, which accident laid him up for several days. On Monday, Martin Geisler, another employee, in lifting a car, had his little finger caught between the truck and flange of the wheel and badly crushed and almost severed from the hand.

Warren Tappan, a carpenter employed in the D. & H. mine department, while working with a chisel on Saturday, cut a deep gash in his knee by the accidental slipping of that tool. He fainted, and in falling was considerably bruised.

While Conductor Wm. F. Peel was engaged in making up an Erie train in the yard early on Saturday morning, he fell from the top of one of the cars between two cars of the moving train and narrowly escaped being run over. As it was, he was badly cut about the head and face and his wrist sprained. His injuries will probably lay him up for some time.

Hugh Finlon, a flagman on Boyd Chase's D. & H. coal train, in jumping from the caboose on Monday afternoon, had his ankle dislocated and badly sprained.

Edward Burke, father of Councilman Burke, who lives on the Turnpike, was run over by a car in the Powderly mine on Tuesday morning, breaking his leg.

Michael Langan, a miner in Coal Brook mine, residing on Dundaff street, had two of the fingers on his right hand crushed by being struck by a piece of coal while blasting, on Tuesday.

James Munley, a miner in the Butler colliery, living on Fall Brook road, was badly squeezed between two mine cars on Tuesday afternoon, and sustained a number of severe bruises.

A Chapter of Accidents

Thomas K. Dorphy and Martin Geisler both worked in the D&H car repair shop.

Warren Tappan worked in the D&H mine department as a carpenter.

Conductor William F. Peel, while making up and Erie train on November 6, fell between two cars and narrowly escaped being run over.

Hugh Finlon, a flagman on Boyd Chase's D&H coal train, dislocated and badly sprained his ankle on Monday, November 8.

Edward Burke, . . . who lives on the Turnpike, was run over by a car in the Powderly mine of Tuesday, morning, November 9, breaking his leg."

On November 9, Michael Langan, a miner in Coal Brook mine, had two fingers on his right hand crushed by being struck by a piece of coal while blasting.

James Munley, a miner in the Butler colliery, was badly squeezed between two mines cars on November 9, 1886.

22. Addition for Volume II: Three significant tropical cyclones struck the Mid-Atlantic states during the 1850 hurricane season.

On July 19, 1850, during the first of those hurricanes, the D&H reservoir near the head of Plane No. 1 on the Gravity Railroad gave way and flooded the village of Carbondale. This dam, formerly the Durfee saw mill pond, was the water source that powered the 50-foot waterwheel that was erected by the D&H at the head of Plane No. 1 in 1845 and which was used for a short period only (mostly in the spring and fall when water in the dam was abundant) to power Plane No. 1.

A detailed article, titled "The Flood", on that July 19, 1850 storm in Carbondale was published on page 2 of *The Citizen & Democrat*, a Carbondale newspaper of which S. S. Benedict was the editor. From that article, we learn the following facts about the effects of that storm on the operations of the D&H:

--"*Racket Brook*, which suddenly acquired so much importance on this occasion, is a small stream, emptying into the Lackawanna in the upper part of Village.--It had heretofore made no pretensions beyond furnishing the necessary water for running the machinery of the Company's shops [emphasis added]. From its source about four miles up the mountain on the east of the Village it descends reapidly, the bed being rough and the banks high. But from the scantiness of water it would for that reason afford admirable mill seats. A mill has recently been erected by Mr. J. Gardner about three miles above the Village, and a swamp in which the stream principally has its source is overflowed by the dam. This dam which was the cause of much apprehension during the flood did not give way. The dam which burst and suddenly emptied its contents upon us was one recently erected by the Company about one mile above the Village, mainly for the purpose of furnishing a reserve of water in seasons of drought. This dam failed about eight o'clock, and soon announced its appropach by a roar and 'noise as of many waters.'--It swept its rough channel of the obstructions furnished by the flood-wood which had been accumulating for ages. The spectacle though a fearful one to those suddenly exposed to danger, was singularly magnificent. Trees even of the length of fifty or sixty feet swept with other flood-wood from the rough channel and precpitous banks, came careering majestically along, (some of them erect) as playthings for the then mighty current. A part outrode all obstructions until they reached the Lackawanna, and others deposited themselves against buildings, fences and on higher grounds. The Lot of Lewis Pughe at the head of Church street was stripped of its fences and trees, some part of the out-buildings removed and the neat dwelling recently finished and partly undermined and tho' saved was long in danger. The furniture on first floors was much injured and the garden ruined. / From that point the water divided and rushed through streets and over gardens until a great portion of the village was flooded. One current passing along the empty track of the Blakely Railroad to the foot of No. 1 plane [emphasis added], removed several small buildings, and hurled cars, timber and lumber into heaps, destroyed some portions of the Railroad, and then made itself channels through gardens to the Lakawanna."

--“The banks of the Lackawanna gave way just above where the flood from Racket Brook principally reached its channel, at a point on Dundaff street about six rods west of the Turnpike bridge. The bank at that place is an artificial one, made by the [D&H] Company in changing the channel of the stream [emphasis added]. It has always been considered an exposed point, and but for energetic effort and close watchfulness on several occasions heretofore, with less water in the channel, would have probably given way. This bank yielded about ten o’clock in the forenoon and the flood rushed with a mighty current toward the mines and continued flowing in that direction until the following day. Twenty of the highest bents upon the Railroad track between the wheel House and Foot were undermined and swept away [emphasis added]. The Union Foundry was deluged and much property carried away with the flood-wood toward the mines. Gardens in its course suffered severely and a portion of the Water wheel plane and of Rail Road tracks and adjacent buildings were torn up and swept into the mouth of the mines or deposited with immense quantities of flood-wood upon the low ground thereabouts. --The principal mines of the company were and still are flooded. No access to them can yet be had, and much effort and time will be required to relieve them. This is much the largest item in the damage sustained by the company, and most difficult of remedy. . . It is now believed that the rail road will be ready for business in the early part of next week. Some of the mines here, not flooded, will admit of being worked. Consequently a partial resumption of business will probably take place as early as Tuesday or Wednesday next. This almost incredible progress in repairs is another indication of what has been often remarked, that the [D&H] Company have in their employment here a very superior class of agents, mechanics and laborers.--Upon every emergency the most commendable discretion, energy and despatch is displayed [emphasis added]:

--“Various estimates have been made of the aggregate amount of loss. It is certainly not less as we last week stated than \$100,000, and in the opinion of some is many times that amount. / Three deaths only occurred. Two sons of Wm. Davis, in the mines, bodies not yet recovered, and one child whose name we have not learned drowned in the stream and body recovered. Below our Village upon the stream the principal damage reported was sustained by Mr. Dubois at Baconville. His loss is estimated at \$2,000.”

--“The two principal breaks upon the Delaware and Hudson Canal were one in the vicinity of Hawley, another between Ellenville and Rondout. Both are repaired and boats again about to commence running.”

23. **Addition for Volume XXIII:** More on Roller Skating in Carbondale in the 1880s:

“Quite an exciting race took place in the rink, during an intermission at the O. of R. C. ball, between T. F. White and Dave Mace, both flagmen on the ‘Jeff.’ Two brave conductors, who were none other than ‘Silver’ and Gov. Geary, dared each other to put up a dollar on the head of his favorite man. At last these braves took kindly to the arrangement and each piled up his dollar.--‘Silver’ on Mr. White and the Gov. on Mace. White won the race amid thundering

cheers, in 40 seconds, while his opponent used up 43. 'Silver' pocketed his own."(*Carbondale Leader*, December 4, 1885, p. 4).

24. **Addition for Volume XXIII:** Bullhead Fishing on Stanton's Pond, July 1876:

— On Monday night a couple of Carbondale men came very near losing their lives while fishing for bullheads on Stanton's pond. They were in a boat, and the bullheads felt just like biting, and did bite spiritedly. The men were so interested in the sport, and so intent on hauling in these favorite fish, that they thought of little else at the time. For a long time they continued to deposit into the boat bullhead after bullhead, and their success was so remarkable that no sooner was the hook in the water than it was seized by a fish. The weight of the fish thus captured became so great on one end of the boat that it suddenly tipped down into the water and the fish enjoyed their freedom again, while the fishermen were nearly overhead in the cool waters of the pond. They clung to the roots and stumps and logs and other things which were conveniently at hand, and struggled to save their lives. One of them tried to get the boat right side up, but it was with much difficulty that he did so. He managed to secure by his teeth a tin pail which he had in the boat and which was floating around, and with this he manfully baled the water from the boat and attempted to get into it. His attempt was a failure, for no sooner did he place his weight upon it than it tipped up again, and all his hard labor was in vain. A second attempt was made by baling out the water again and he got safely into the boat. While this man was working for dear life his companion, who was hanging to a root, up to his neck in the water, yelled incessantly to the other to get the boat ready as he was nearly frozen. At last the two half-frozen fishermen reached land and hastily betook themselves to a place of shelter where they dried their wet garments and warmed their chilled bodies. They say it was the greatest time for bullheads they ever saw, as well as the coolest night they have experienced in three months.

(*Carbondale Leader*, July 29, 1876, p. 3)

25. Addition for Volume XI: *The Jefferson Railroad Company A History* by John V. Buberniak, January 1993"

The Jefferson Railroad Company

A history by,

John V Buberniak

January 1993

Although very successful in the canal business, (the Delaware and Hudson Canal Company was the first U S corporation to gross 1 million dollars annually) the Delaware & Hudson Canal Company, noted the advantages of rail operations as early as 1860 when the company built a line from Carbondale, PA to Valley Junction, now known as Dickson City, PA to bring coal to the head of plane #1 on the company's Gravity Railroad system in Carbondale and thence over the mountain by the Gravity to Honesdale, PA to then be loaded into canal boats, a costly operation do to the fact of handling the coal several times prior to reaching its destination. This later led D&H President Thomas Dickson in January 1873 to declare that "The 2,000,000 tons of coal that have been brought through the canal had not paid the expenses of operating the canal" and that the company should seek alternative transportation of their product to market. I.e. a railroad. This had been discussed before, by other company leaders, as early as 1850, but some of the controlling management still believed in the old canal technology. In 1830, the Susquehanna County Commissioners, announced that "It is the sense of this meeting that the interests of the Delaware and Hudson Canal Company are so intimately connected with the prosperity of the county, that an injury to one will be seriously felt by the other." This meeting held in Montrose, was in response to a proposal to the county to grant a charter, in 1828, to build a railroad north from Carbondale to some where around Susquehanna County, Pennsylvania, in the session of 1851 secured a charter for the JEFFERSON RAILROAD COMPANY. In the January 15, 1870 issue of the Carbondale Advance was the following listing: JEFFERSON RAILROAD Election of officers, S E Dimmock President., F M Crane Secretary, Z H Russell-Tresurer, Directors: C F Young, Thomas Dickson, Z H Russell, C P Waller, F M Crane, H M Seely, E F Torrey, C Dorflinger, C S Minor, Jay Gould, James Fisk Jr., and A S Diven with Earl Wheeler, Charles S Minor, Francis B Penniman, and Benjamin B Smith as incorporators. Still, it was not until March 18, 1863, that a supplement charter was passed that the company was authorized to build a railroad from any point on the Delaware River, in Pike County, PA, to the Susquehanna River in Susquehanna County, through Wayne County. During this time Charles S Minor Esq. was in the process of securing the right of way. With this charter they built a railroad from the mouth of the Lackawaxen River in Pike County, up the river to Hawley, PA, and later further along the D&H Canal to Honesdale in Wayne County, under the auspices of the Erie Railroad. The Jefferson Railroad was built in three independent sections. At about the same time, May of 1863, the Jefferson Railroad Company directed by the Erie entered into an agreement with the Delaware and Hudson Canal

Company (Because the Canal Company was restricted by its 1823 charter as a canal company, it therefore could not be permitted directly to build a railroad) that if the canal company furnished the needed capital, the Jefferson Railroad Company would construct a line from Carbondale to Lanesboro, if the Delaware and Hudson Canal Company would by this capital guarantee the bonds of the Boston, Harford and Erie Railroad to a certain amount and receive tolls on coal shipped on this line, and the lines of the Erie. This line was to be built with two gauges 4foot 8 and one half inches (standard) and 6 foot Erie. Also in this agreement was the stipulation that with further capital, if the need should arise the Jefferson Company could construct a connecting line extending up the Dyberry Creek from Honesdale, to Ararat Summit or through Griswold's Gap and into Forest City, PA.

Track laying was begun on June 14, 1870, and by July 23rd, 12 miles of track extended south from Lanesboro to Thompson Center, with locomotives run as far south as Starucca, with about 2 miles of rail laid on the Carbondale end. On October 10, 1870 a locomotive was run light (alone) the entire distance, Lanesboro to Carbondale, with an announcement from Company officials that on the 15th a special train of the Erie was to move over the line with Erie President Jay Gould aboard. Thus on the 27th the Carbondale Advance made this comment, "A train of 35 coal cars well filled with glistening anthracite left here this morning on the new Jefferson Railroad for Lanesboro". And then on February 11, 1871, the Delaware and Hudson Canal Company, announced that from this day forward that they would stop shipping coal via the Erie out of Honesdale in favor of the Jefferson Railroad. In April of the same year the line was closed for 4 weeks due to heavy landslides along the line, forcing the Delaware and Hudson Canal Company, to use once again the Honesdale route until the Jefferson was repaired. Then on May 6th the railroad announced that the first shipment of freight other than coal was shipped over the line to J Benjamin & Company of Carbondale, with a load of 50 tons of pig iron.

Shortly after completion, the entire line was leased to the Erie with the Delaware and Hudson Canal Company retaining trackage rights, in exchange for these rights the Delaware and Hudson Canal Company agreed not to build a parallel line northward. During 1864, the company issued bonds for the Hawley to Honesdale section, thus further making redundant the D&H Canal out of Honesdale, and placing Honesdale in direct contact with the Erie. These bonds were mostly purchased by the Delaware and Hudson Canal Company and prominent people of Wayne County, such as, Judge C P Waller, Samuel E Dimmock and Zenas H Russell.

During this time the Delaware and Hudson Canal Company operated trains on the Jefferson as the Southern Railroad Dept, Pennsylvania Division, and the Erie operated on it as the Jefferson Branch, Passenger service was begun on May 15, 1871, The Erie was never as big a player on this line as the Delaware and Hudson Canal Company, so when the traffic from Delaware and Hudson Canal Company taxed the single tracked line to its limits the entire

line was double tracked in the summer of 1888.

In an agreement dated January 1, 1898, between the Delaware and Hudson Canal Company and the Erie, on the use of the Jefferson Railroad, the Erie grants a lease to the Delaware and Hudson Canal Company subject to reasonable traffic control by the Erie. The Delaware and Hudson Canal Company can run freight, passenger and extra trains, and can use all present and future water tanks, sidings, and other facilities. Rentals are to be paid monthly at a rate of 5 cents per gross first 1 million tons per annum, 4 cents to 1 and one half million tons, and 3 cents for over 1 and one half million tons per annum. Passenger service was subject to a rental rate of one half the gross revenue over the Jefferson per month. Each was to provide its own timetable with consideration for the other, and the agreement was to be for the duration of 100 years, with rentals subject to adjustment every 10 years. The Erie was responsible for the maintenance of way, and the track to be maintained to Delaware and Hudson Canal Company standards. Each is responsible for its own equipment and trains hauled over the Jefferson, with the rights to inspect the others books to verify receipts, and finally the Delaware and Hudson Canal Company agrees further not to construct a parallel line during the duration of the agreement without written consent of the Erie.

Through this agreement the Delaware and Hudson Canal Company and the Erie continued to bring life into this part of Northeastern Pennsylvania, as this became an area that supplied not only anthracite coal to the ever expanding U S market but also timber, bluestone, and farm and dairy products. During this agreement the Erie never used the line to its full potential, but to the Delaware & Hudson Railroad Company (name change in 1900) this line was its life line to "All Points North". At its peak in 1915, 8 million tons of anthracite moved over Ararat Summit. The elevations on the Jefferson were, Carbondale 1100 ft, Uniondale 1728 ft, Herrick 1807 ft, Ararat 2075 ft, and Lanesboro, 1031 feet. This line was no doubt the LIFE BLOOD of the D&H as in 1920 out of a company total of 490 locomotives, 145 were stationed on this division alone. This agreement continued until February 20, 1953 when the D&H approached the Erie, after a rate squabble, with interest in purchasing the Jefferson Division of the Erie. And finally on January 1, 1955 the Jefferson was purchased outright from the Erie for 3.5 million dollars. With the D&H now owning the Jefferson, they granted the Erie trackage rights until the year 2015.

This switch of ownership lasted until April 1, 1976 when Conrail, the decedent of the Erie, gave up the rights on the D&H Penn Division. During this period the D&H improved the division, with clearance and ballast projects, and in the middle 1970s, the entire division was fitted with welded rail fabricated at a shop built in the Carbondale yard. The old Erie semaphores were removed and the D&H installed CTC on the entire line. Then in late 1979 the D&H sought to purchase the former DL&W main line from Scranton, PA to Binghamton, NY as a more direct line into Binghamton. The Penn Division which extended from Minooka Junction(Scranton) to Nineveh, NY with its heavy grades up Ararat Mountain (1.48%) and the need of pushers to be stationed at

Carbondale, and the many grade crossings in the Lackawanna Valley below Carbondale helped push their interest toward the old DL&W line. In contrast the DL&W line had no grade crossings and had been rebuilt in 1915 to eliminate the larger grades and tight curves.

In 1981 the D&H embargoed the line south of Brandt and started to remove the rail, moving south towards Carbondale yard, the entire line was removed in less than 8 months (It took a little more than a year to build), and after 122 years of almost continual noise from trains, the valley fell silent. The section north of Brandt was used briefly until December 28, 1985, when the rebuilding of the Beldon Hill Tunnel was finished. This action once again let a portion of the Jefferson, see through traffic. In early 1991 the last portions of the line were removed north of Brant, forever closing the Jefferson Division.

Today (1993) little more than a few concrete abutments and an overgrown right of way stand to tell the story of this railroad and the men who built it. But to this writer/historian the memory of the "OLD JEFF" will live on forever.

Copyright 1993
JVB

26. Addition for Volume III: North Branch Canal

Anthracite and Slackwater: The North Branch Canal, 1828-1901 by F. Charles Petrillo, Wilkes-Barre, PA. Published by the Center for Canal History and Technology, Easton, PA, 1986.

27. Addition for Volume XVI: E-mail to Jim Bachorz and Howard Hontz regarding D&H stock pens:

S. Robert Powell <srp18407@gmail.com>

12:07
PM

to James Bachorz

Wednesday June 20, 21018

Jim:

July 2018 issue received and read. The Owney article looks very good. Thanks.

Enjoyed Howard Hontz's discussion of livestock on page 4 of the July issue. Please relay this message to him:



From the Top by Howard Hontz

Changing equipment and traffic patterns

In the very beginning (April 1823), the only traffic handled by the Delaware and Hudson Canal Company was coal. It was first handled in small lots by team-drawn wagons. Once the Gravity Railroad was built, the coal was hauled in wood-bodied coal cars. Once the canal was built, it was hauled by canal boats from Honesdale, Pa. to the New York City markets. Coal remained as the primary income for many years. The equipment was slowly improved in capacity and construction using steel instead of wood.

Expansion

As the Delaware & Hudson Canal Company was extended and mergers expanded the line, freight and passenger business grew as did the need for all types of boxcars, flat cars, gondolas and passenger cars. Soon, even tank cars were seen.

Coal was the primary income producer until the coal business decline after WWII. As the coal business slowly declined, the railroads looked to other freight traffic in order to stay alive. This meant using different types of equipment. In order to accommodate the many different commodities that shippers made, many different types of railroad cars were required.

One example of this was the special cars built for shipping automobile and

truck radiators. These were boxcars built with special racks inside to protect radiators during shipment from Ford Motor in Green Island, N.Y. to Ford's assembly plants.

When I started working in Binghamton in mid-1940, the bulk of the business was mixed freight, perishables, and livestock destined for the New England markets and the Albany Menands market. Coal was down to only an occasional coal train originating off the Erie RR.

Perishables

The perishable business was fresh meat, fruit and vegetables in refrigerated cars.

These cars had ice bunkers in the end of the cars that were filled with ice and salt to keep the car contents cold. These cars had to be iced frequently, and often this was done on the repair tracks at the Binghamton shops repair (RIP) tracks.

If the car contained Orthodox meat, it had to be washed by a rabbi, as required by a set time schedule and as required by the Jewish religion. Often this was also done at the Binghamton rip track. The rabbi would enter the car and a Car Inspector would furnish the rabbi with a watering hose and help with the process. Sometimes the rabbi would reward the Car Inspector with a prime cut of the meat for helping him. The icing and washing was to protect the contents, and the railroad had to insure these services were done as required, and records were kept of where and when the service was accomplished.

Livestock

Most of the livestock was in open stock cars (not the most comfortable means of travel) destined to the New England Dressed Meat and Wool Company in Somerville, Massachusetts. The animals were sheep, cattle and some pigs, and were destined to be slaughtered. It was not the most humane way to transport these poor animals, as it was mostly standing room only. Still, the livestock had to be fed, watered and rested as often as required by the regulations. This was accomplished where the railroad had stock pens to unload the animals and

facilities to rest, feed and water them. The Delaware and Hudson had such facilities at Wilkes-Barre, Pa., and at Oneonta, Green Island and Whitehall, N.Y. There were pens at Unadilla, N.Y., but no facilities for feed and water.

There were specific requirements for how often the live animals had to be fed, watered and rested. Nowadays, we do not see refrigerator cars and stock cars on the D&H scene, and the boxcars, hopper cars, tank cars, flat cars and gondolas have grown in size and capacity. At the time, coal was still the predominant business from the Pennsylvania Division. However, I would be remiss if I failed to mention the newsprint paper business, consisting of large rolls of newsprint paper in boxcars that originated in Canada. These cars made up a daily train, RW-6, for the CNJ, LV and PRR connections in Buttonwood and Wilkes-Barre. RW-6 was referred to as the "mortgage lifter" due to the high revenue it produced.

Time marches on

As coal continued to decline, railroads looked to new ways to produce revenue. One of these ways was to offer "trailer-on-flat-car" service, or "TOFC" as it was called. This service did develop a change in the traffic and equipment, and required special flat cars designed for this service. "Piggyback" terminals were created where the trailers could be ramped on and off the flat cars. The trailers were loaded at the shipper's facility, driven to a TOFC terminal, loaded on a flat car, taken by rail to its destination and driven to the consignee's place of business. This helped remove trucks from the highways, reducing congestion and saved the expense of drivers, fuel and maintenance on the tractors.

continued on page 12

Stock
pens

Page 5:

Top: D&H C420 #405 leads a set of pushers on the rear of a train in August 1983. Location not noted; Don Ball collection, BLHS Archives.

Bottom: Four mixed D&H engines (GP38-2 #7318 - C420 #408 - GP38-2 #7319 - RS36 #5022) with the "paper train" at Treichlers, Pa. on April 10, 1979. Don Ball collection, BLHS Archives.

Mr. Hontz:

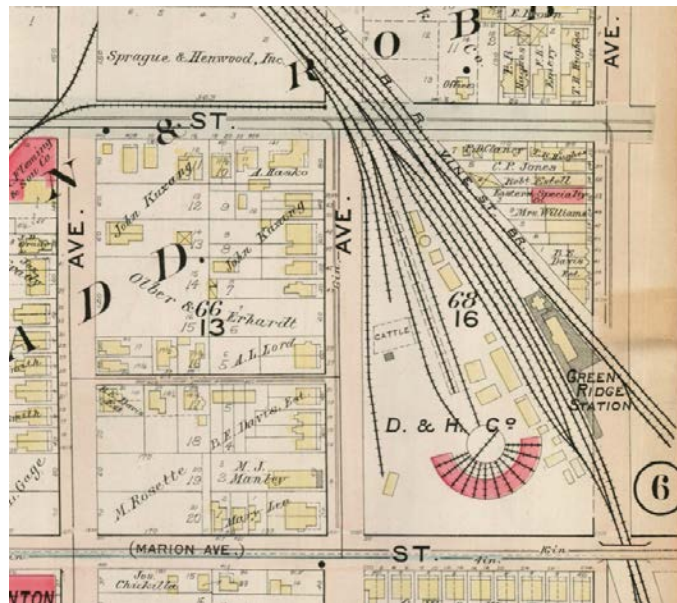
Having been born and raised on a family farm, I have a strong interest in cattle. Until a few years ago, I had a very nice herd of Herefords.

Enjoyed very much your article ("Changing equipment and traffic patterns") in the July 2018 BLHS issue. In your article, you mentioned that the D&H had stock pens at Wilkes-Barre, Oneonta, Green Island, and Whitehall (with pens at Unadilla but no facilities there for feed and water).

From the 1918 map of Scranton from *Atlas of the City of Scranton and Borough of Dunmore, Lackawanna County*. Volk & Kuehls, Philadelphia, PA (see attached file), I have learned that they also had a pen for "Cattle" in the Green Ridge yard. Not sure if they had facilities at Green Ridge to feed and water. Maybe the Green Ridge pen was intended for the use of local butchers and others to receive and/or send out cattle?

Best,

S. Robert Powell



28. **Article for Volume XIV:** “The D&H passenger and freight station at Carbondale, Penn., certainly looked a bit worn by February 11, 1968, when this photo was taken by Robert K. Laporte BLHS Archives.” Photo presented on page 13 of the July 2018 issue of the *Bridge Line Historical Society Bulletin*, p. 13.



29. **Addition for Volume XV:** Notes on D&H Engines and Loree:

Leonor F. Loree, D&H president from 1907-1938, loved Consolidations (2-8-0), and the D&H stayed with Consolidations for 40 years, always attempting to get more out of that archaic wheel arrangement by using boiler pressures up to 500 lbs p.s.i., water tube boilers, all welded boilers, roller bearings, and even rotary cam poppet valves. The D&H had twenty-one E-6a Consolidations (which required two firemen).

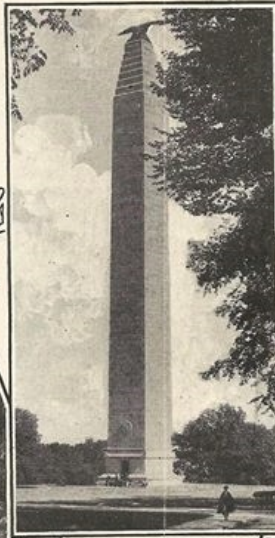
Loree also loved the smooth-jacketed, clean-lined look of English locomotives. During Loree's time, more than 100 locomotives went through the Colonie shops and emerged rebuilt and restyled as modern motive power. Most Camelbacks lost their center cabs and sometimes were reborn with a completely new wheel arrangement. “Loree was a leading spokesman for the latest improvements in thermal engineering applied to steam locomotives. Superheaters, boosters, feedwater heaters, high pressure boilers and even experimental valve gears were all tried and used. Stokers were the only modern appliance which Loree was against.” (*Steam on the Anthracite Roads* by Mike Eagleson, 1974, p. 16). Stokers were introduced by the D&H in 1939, after Loree's presidency.

30. **Addition for Volume XII:** Posted on *Facebook* on June 24, 2018 by Michael Christie:





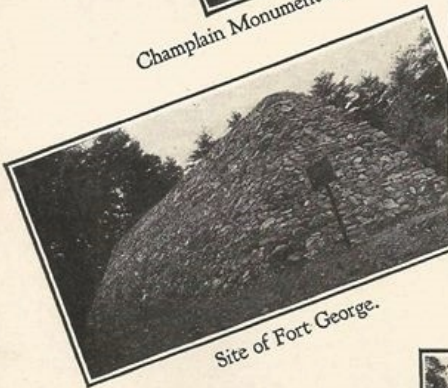
Champlain Monument at Plattsburg.



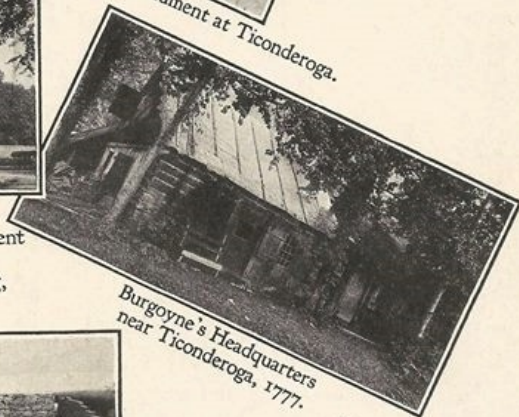
MacDonough Monument
commemorates
Battle of Plattsburg,
1814.



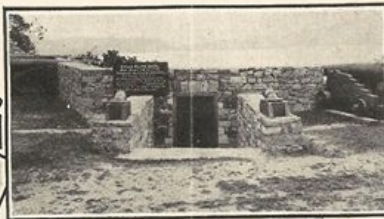
Liberty Monument at Ticonderoga.



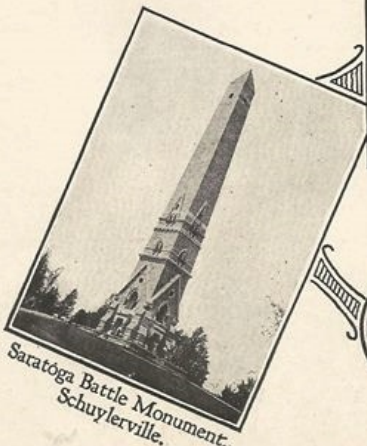
Site of Fort George.



Burgoyne's Headquarters
near Ticonderoga, 1777.



Ethan Allen Gate, Fort Ticonderoga.



Saratoga Battle Monument.
Schuylerville.



Germain Redoubt, Fort Ticonderoga



Champlain Memorial Light House.
Near Fort St. Frederic,
Lake Champlain.



"Restored" Fort Ticonderoga.



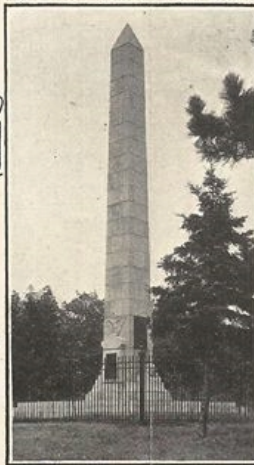
Split Rock,
boundary between Mohawks and Algonquins.



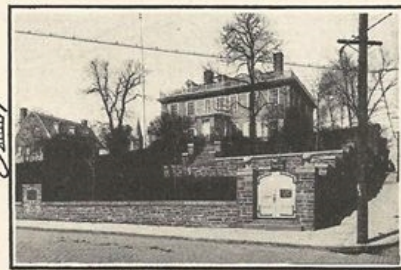
Ruins of Fort St. Frederic
on Lake Champlain, 1731.



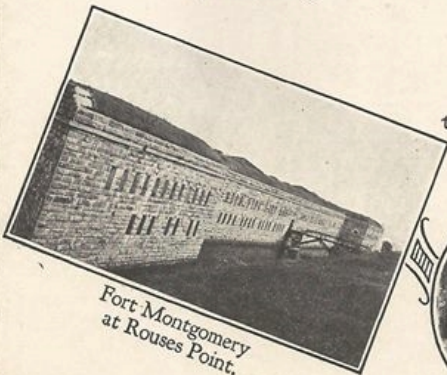
"Hancock House",
Headquarters N. Y. State Historical Association
at Ticonderoga.



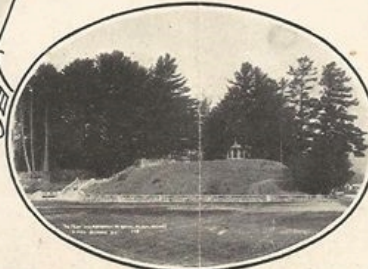
Monument on Crab Island,
to memory of soldiers and sailors killed
in Battle of Lake Champlain, 1814



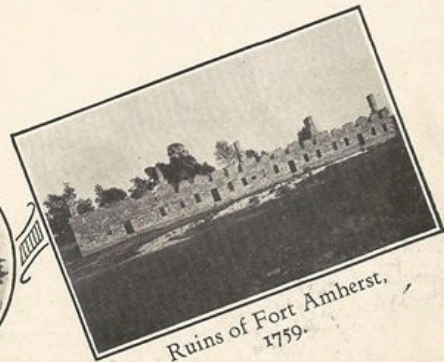
Schuyler Mansion, Albany, 1762.



Fort Montgomery
at Rouses Point.



Site of Fort William Henry at head of Lake George.



Ruins of Fort Amherst,
1759.

31. Addition for Volume XVII and Volume XVIII: The Ontario, Carbondale and Scranton Railway was organized to construct and operate the Scranton Division of The New York Ontario & Western Railway from Cadosia (formerly named Hancock Junction), NY, to Scranton, PA. The line was 54 miles long and it opened in June 1890. Double tracking was begun in 1903 and completed in 1910/1911.

From *A Guide to the New York, Ontario & Western Railway's Scranton Division* by Charles M. Breiner and William E. Scott, we have learned the following facts about the O&W's Scranton Division:

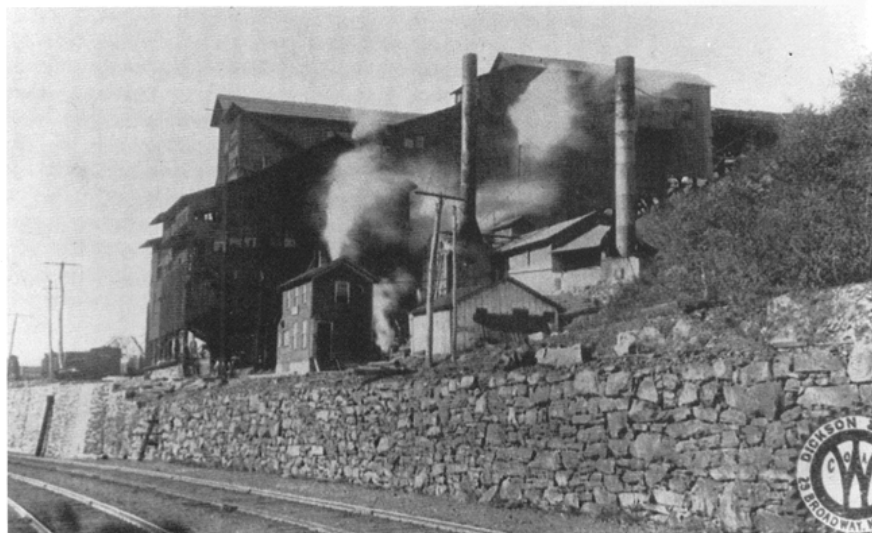
--p. 12: There was a Railroad YMCA in Cadosia. “. . . in town [Cadosia] at least one whorehouse and several saloons served the needs of the railroad men on layovers.”

--p. 30: “Poyntelle was the summit on the Scranton Division and the highest point on the O&W. . . [Poyntelle is] 1,054 feet higher than Mayfield Yard.” There was a North Wye and a South Wye at Poyntelle. They served the Consumer's Ice Company's ice houses at Bone Pond and Lake Lorain. They were also used to cut off pushers from Cadosia and Mayfield.

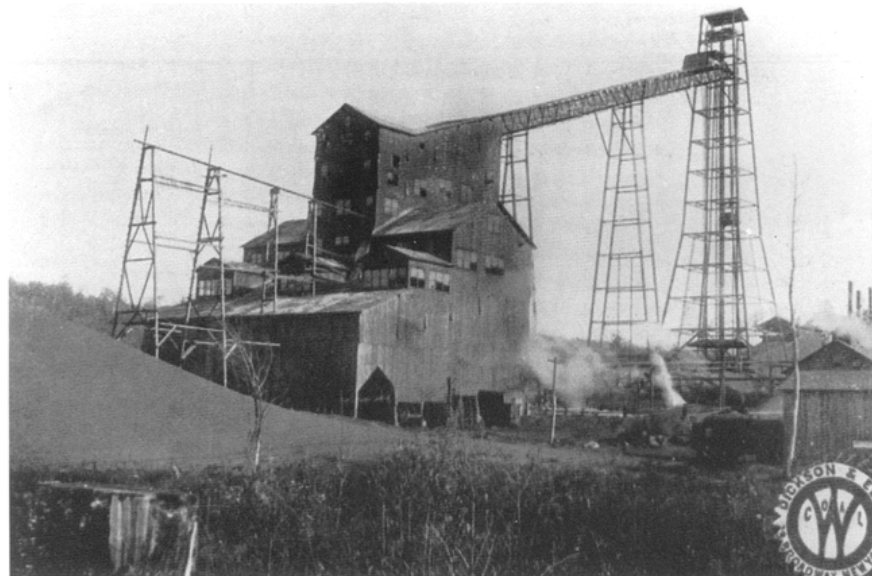
See the article titled “Ice Harvesting in Wayne County” by Margaret M. Dickey that is given on pages 36-37 in *New York, Ontario & Western Railway SCRANTON DIVISION* by Joe Bux and Ed Crist, 1985.

--p. 43: “Northwest Breaker [served by the O&W] The first Northwest breaker was located on a switchback above the Lackawanna River. The D&H also served this breaker. By 1923 the second Northwest breaker was located up on the Elk Creek branch.” Photos of the first Northwest Breaker and the Richmond No. 4 Breaker are given on page 43 of Breiner & Scott, p. 43, as shown below:

p. 43:



Northwest Breaker: The first Northwest breaker was located on a switchback above the Lackawanna River. The D&H also served this breaker. By 1923 the second Northwest breaker was located up on the Elk Creek branch. NYO&W Photo



Richmond No. 4 Breaker: Richmond No. 4 breaker was located at the end of the Elk Creek branch around 1900 and was later known as Elk Creek breaker and Richmondale Mine by 1941. NYO&W Photo

p. 44: Very interesting information about the O&W's Carbondale Yard:

Carbondale Yard

20 MP: 197.00

Telegraph Call: RD

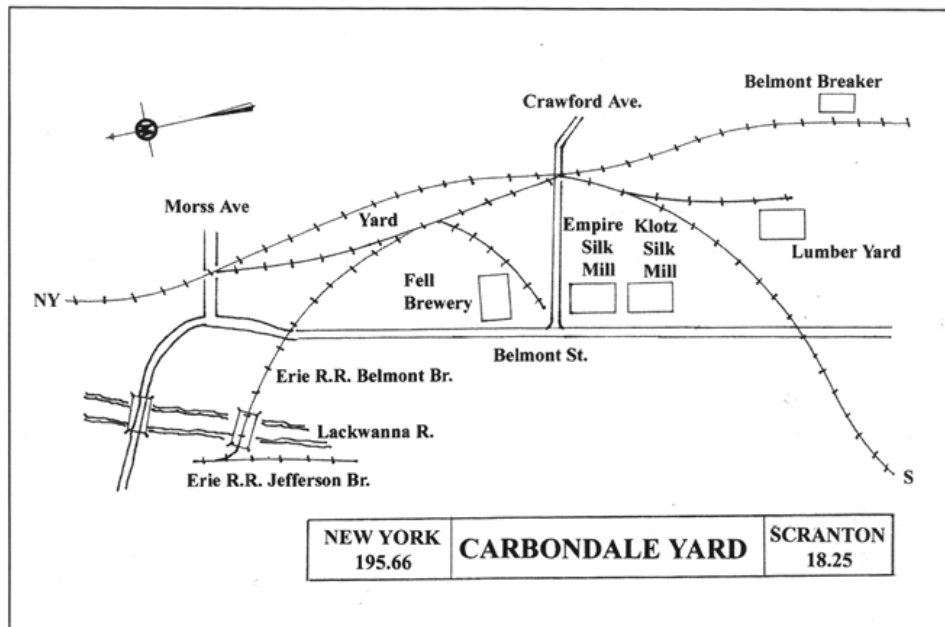
The sidings here held 275 cars and there was a track connection with the Erie Railroad.

The Fell Brewing Company located at 404 Belmont Street and 15 Railroad Street in Simpson, just north of Carbondale was served by the O&W. The Fell Brewery operated from 1901 to 1920 when National Prohibition started. Following repeal, the brewery began brewing in 1933 and closed in 1951.

The Empire & Klotz Silk Mills were located south of the brewery and the Peck Lumber Company had sidings south of the yard.

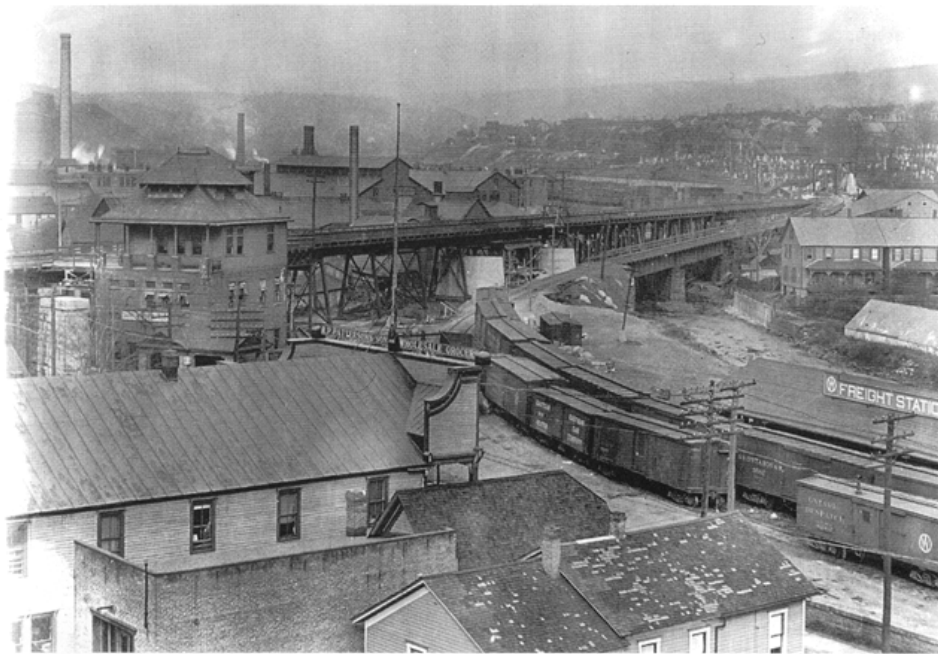
A siding from the Erie through the yard climbed the hill just southeast of the yard to reach the Belmont Mine, Hoole's Black Diamond breaker, the Finn Coal Company, Reese & Mosier Coal Company, Tappan Coal Company and the Simpson Coal Company.

The O&W interchanged with the D&H near Cemetery and Chestnut Streets just below the Carbondale Yard.



p. 46: Carbondale: The O&W crossed the Delaware and Hudson Railroad yards and the city of Carbondale on a series of bridges. The bridges were named: #7 (over the D&H Gravity yard tracks), #7 ½ and #8 (siding to O&W freight station), #8 ½, #9, 9 ½, #10, #10 ½ (the O&W Carbondale viaduct), #11 (over the D&H main line), #11 ½ (Quinn Street over the O&W), 12 (over Fall Brook, south of Carbondale), #13 (over Brooklyn Street and the Scranton Railway trolley tracks), and #13 ½. The last day of operations on the O&W Scranton Division was March 29, 1957.

pp. 48-52: Photos of the O&W passing over Carbondale:



Carbondale station at MP 197.20, viaduct and freight yard looking toward Cadosia.
NYO&W Photo



Bridge #7 at MP 197.01 over the D&H gravity yard tracks. The right track leads down to the Carbondale freight house. The view is toward Cadosia. NYO&W Photo

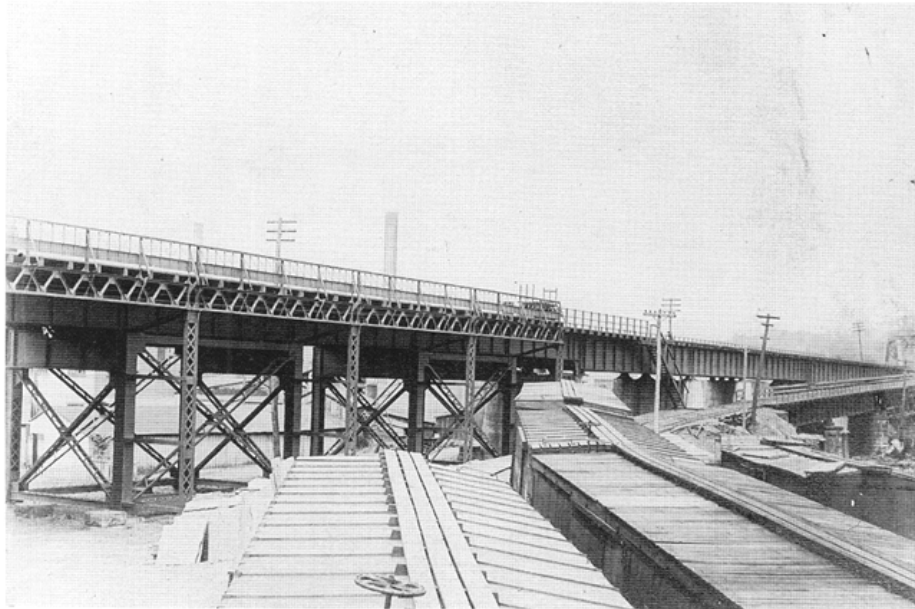


Bridges #7 1/2 and #8 at MP 197.11 lead to the freight house. View is looking toward Cadosia. NYO&W Photo

D&H coal
pockets across
the D&H
tracks at the
foot of Salem
Avenue.



Bridges #8 1/2 at MP 197.06 to #11 at MP 197.30, the Carbondale Viaduct looking toward Scranton. The station can be seen in the center to the left of the tracks. NYO&W Photo



Bridges #9, #9 1/2 and #10 in Carbondale looking toward Cadonia. The freight yard is in the foreground.
NYO&W Photo



Bridge #10 1/2 in Carbondale between Dundaff Street and the D&H mainline. View is looking southwest.
NYO&W Photo



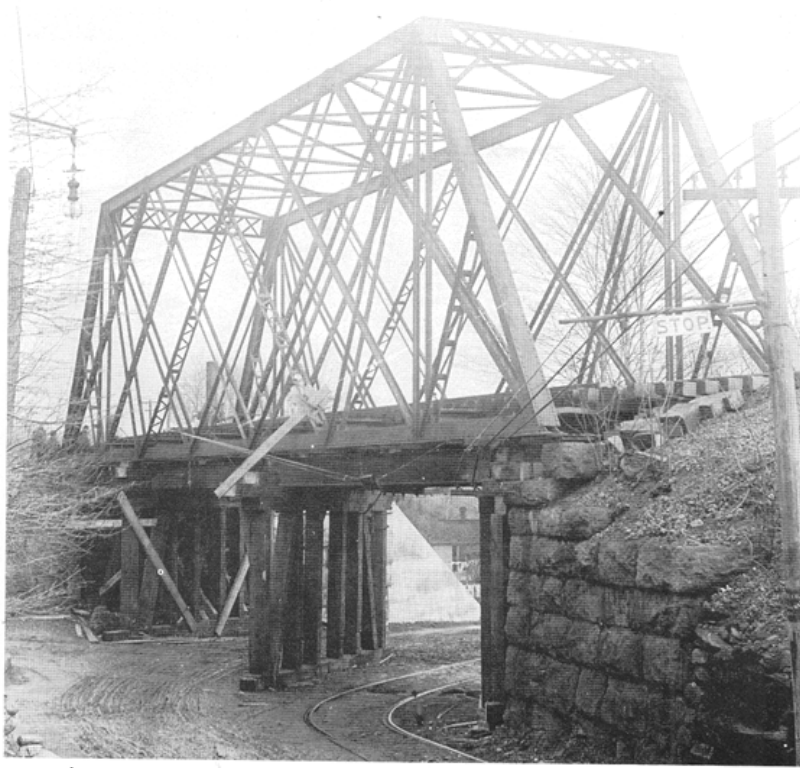
Bridge #11 at MP 197.30 over the D&H mainline. View is looking toward Cadosia.
NYO&W Photo



Bridge #11 1/2 at MP 197.38 carried Quinn Street over the O&W. View is looking toward Cadosia. NYO&W Photo



Bridge 12 at MP197.70 over Fall Brook south of Carbondale on March 23, 1910. View is to the northwest. NYO&W Photo

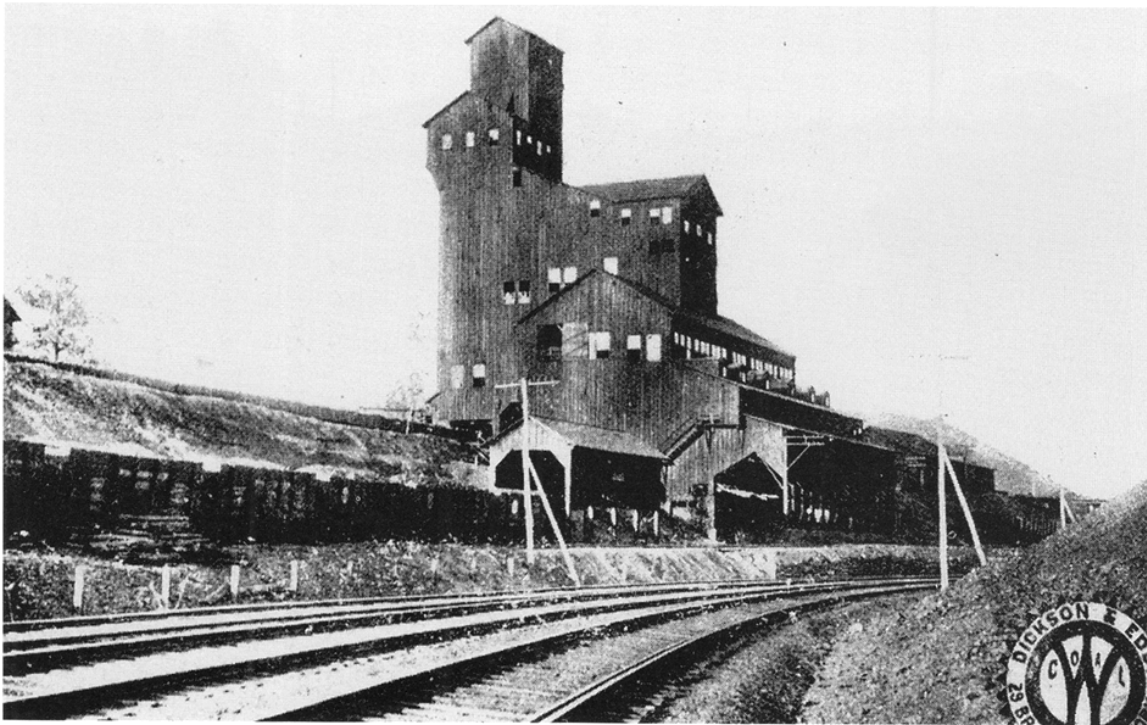


Bridge #13 at MP 198.28 over Brooklyn Street trolley tracks (US Route 6). The tracks under the bridge is the trolley line of the Scranton Railway. NYO&W Photo

p. 53: Mayfield Yard (between US Route 6 and the Lackawanna River): 2.19 miles from and 82 feet below Carbondale. Mayfield Yard had 26 tracks that held 1,000 cars. This yard was the assembly point for the loaded coal cars that were brought in from the many O&W breakers. “The assembly yard had a nine stall roundhouse, turntable, machine shop, ash pit, coal dock, blacksmith shop, car shop, icing platform and yard office.” Good map of the Mayfield Yard on p. 54.

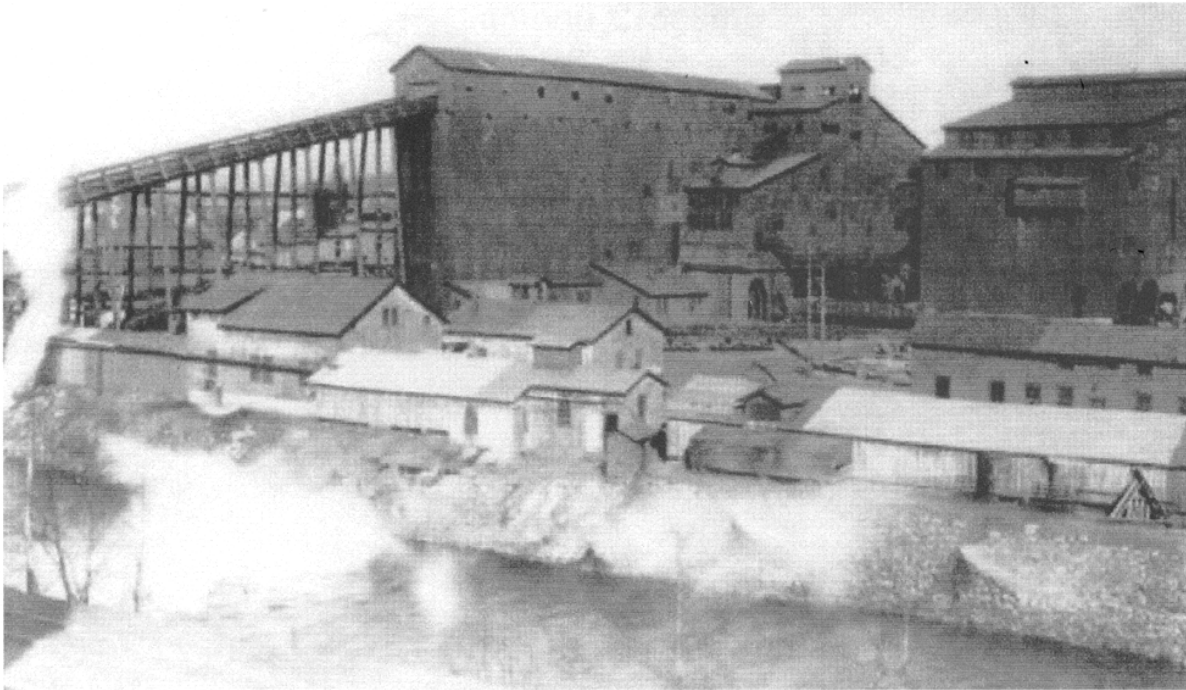
p. 57: “At Jermyn Transfer at MP 201.98, where the O&W interchanged with the Delaware and Hudson, the siding held 127 cars.”

p. 81: Photo of Richmond No. 3 Breaker :



Richmond No. 3 Breaker: Richmond No. 3 breaker on the Richmond branch was just south of Capouse Junction in Dickson City, PA. The Richmond branch ran southwest of the mainline. NYO&W Photo

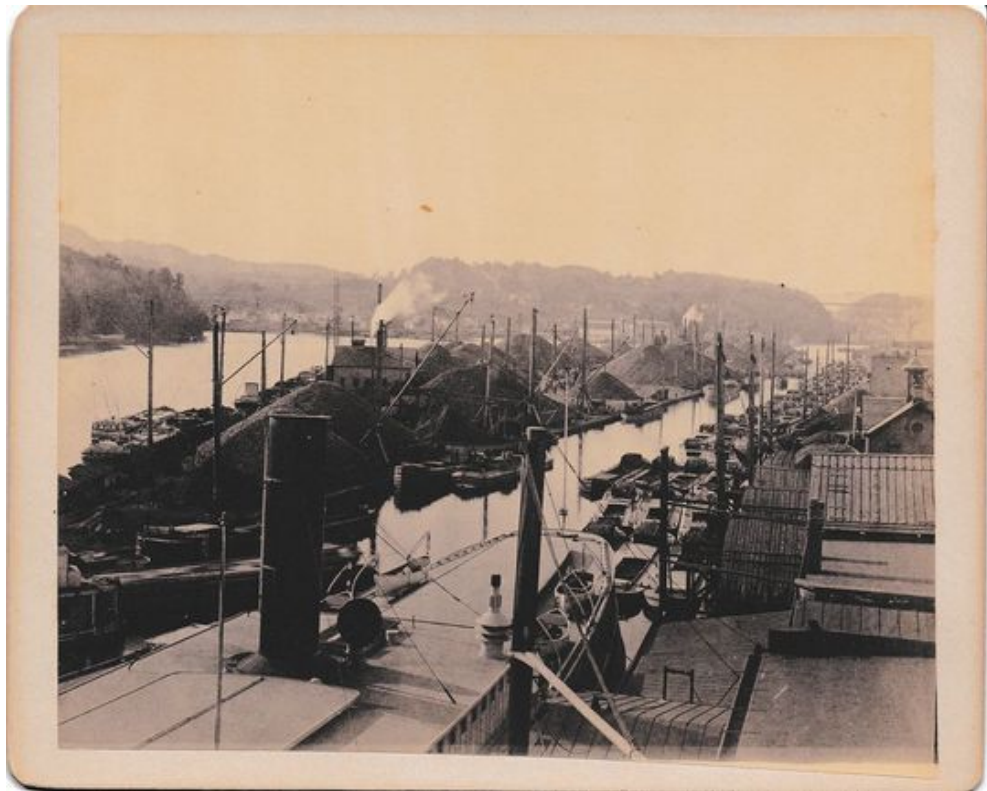
p. 91: Photo of Von Storch Breaker:



Von Storch Breaker: The Von Storch breaker in Providence, PA was served via the Von Storch branch and bridge just south of East Market Street crossing the Lackawanna River going east. To the south, Bridge #33 at MP 211.93 crossed over a narrow gauge incline railroad coming out of the Von Storch mine that was across the river from the breaker. The incline railroad brought coal from the mine, under the O&W, across the Lackawanna River to the top of the breaker. NYO&W Photo

32. Addition for Volume XXIII: The D&H Canal and the Hudson River by Bill Merchant
(4/27/2018)

The Hudson River was integral to the development of the Delaware and Hudson Canal. The Canal was conceived by Philadelphia dry goods merchants Maurice and Charles Wurts in the second decade of the 19th century, in order to transport anthracite coal from Pennsylvania mines to New York City. The coal traversed the 108-mile-long Canal, winding through the Lackawaxen, Delaware, Neversink, Bashakill, Sandburgh and Rondout valleys before arriving at the Hudson River near Kingston, NY. From there, the cargo would travel south on the Hudson for over eighty miles to supply the primary market in New York City. Coal was also shipped north to Albany—about forty-five miles—and from there it could be transported on the Erie Canal to support the westward expansion of the population.



Island Dock in the Rondout Creek showing coal loader machines made by the Dodge Coal Storage Co. of Philadelphia. The canal boats behind the steamboat have had their rear compartments 'hipped', the addition of higher sidewalls to accommodate a greater load, and appear to possibly rafted together to be towed by the steamboat. D&H Canal Historical Society Collection, #73.22.

Benjamin Wright (the chief engineer of the middle section of the Erie Canal) oversaw the original plans for the D&H Canal, which date from 1823. He believed that “the Canal boats may navigate the Hudson. A steam boat of 50 horse power will tow ten of them, and if double manned will perform the trip to New York and back in 2 days, the distance 100 miles.” However, the earliest canal boats, which were 75 feet long and 9 feet wide, with a capacity 30 tons, proved unsuitable for travel on the river. As a result, coal had to be offloaded from canal boats to other vessels at Rondout for transport on the Hudson River—a time-consuming and costly process. In *Steamboats for Rondout* Donald Ringwald writes, “...the canalboats obviously had to be small size and because of this and a need to keep them on their regular work, they generally did not go beyond the Company works on Rondout Creek.” By 1831, the Company had begun purchasing barges for use on the Hudson. The first two were the *Lackawanna* (146 feet in length) and the ***James Kent*** (135 feet in length), and to tow them, the D&H Canal Company “chartered and then purchased an elderly sidewinder named ***Delaware.***”



Canal boats being unloaded with elevators made by the Chase Patent Elevator Company of Fall River, Mass. The picture was taken c. 1890 by amateur photographer and D&H employee Louis Hoysradt, who signed it on the reverse. D&H Canal Historical Society Collection, #82.19.14

As the Canal Company prospered, the Canal was enlarged. In the 1840s, the depth was incrementally increased from four to five feet, with no change in the original width of thirty-two feet. In 1847, anticipating increased traffic from a deal with the Wyoming Coal Association (which later became the Pennsylvania Coal Company) to transport their coal on the D&H Canal, the company enlarged the waterway, which reached its final depth of six feet and width of forty to fifty feet by 1850. The new dimensions of the Canal accommodated boats that were ninety-one feet long, fourteen and a half feet wide, and could carry up to 130 tons of coal.



Men with shovels and wheel barrows moving coal on the banks of the Creek in Rondout. The cost of handling coal was greatly reduced after the 1850 final enlargement of the D&H Canal, as the larger boats could be towed on the Hudson River. D&H Canal Historical Society Collection, #82.19.2

Safe navigation of the Hudson was considered so important that, in a letter dated January 21, 1852 from head engineer Russel Farnum Lord to President John Wurts, a discussion of the new boats for the enlarged canal noted: “The Birdsall Lattice Boats derive their advantage of carrying the largest cargoes, mainly, if not entirely, from the difference in their weight when light – Their plan of construction however is such that there is a reason to doubt their durability and substantial ability for use on the river.” Later, referring to boats from a different builder, he wrote: “From the experience had, it is evident that the Round Bow Section Scows are, and will be, the best and most desirable for the Coal Canal business – With them an important and permanent reduction in the rate of freight may be established – The only draw back is, whether they will be competent for the river transportation.” The cost of handling the coal at Rondout was uppermost in their minds and the larger boats that the company ordered proved Hudson River – worthy.



The steamboat "M. Martin" turning around in the Rondout Creek in an 1896 photo. D&H Canal Historical Society Collection, #73.158

Throughout the 19th century and into the 20th, rafts of up to 100 canal scows were frequently encountered on the Hudson. On August 18, 1889 *The New York Times* wrote:

Very few persons who journey up or down the Hudson River either upon the palatial steamers or upon the railway trains that run along both banks of this great waterway know how great an amount of wealth is daily floated to this city on the canalboats and barges that compose the immense tows that daily leave West Troy, Lansingburg, Albany, Kingston, and other points along the river bound for this city.... From Kingston, which is the tide-water outlet of the Delaware and Hudson Canal, another class of merchandise is shipped in the same manner. From the mouth of the Rondout Creek, which forms the harbor of the thriving and busy city of Kingston, can be seen emerging every evening huge rafts of canalboats, tall-masted down-Easters, and barges of various sorts, laden with coal, ice, hay, lumber, lime, cement, bluestone, brick, and country produce. Many of these craft have received their cargoes at the wharves of Kingston, while others have come from the coal regions about Honesdale and Scranton, in Pennsylvania, all bound for this port and consigned to, perhaps, as many different persons as there are boats in the tow."



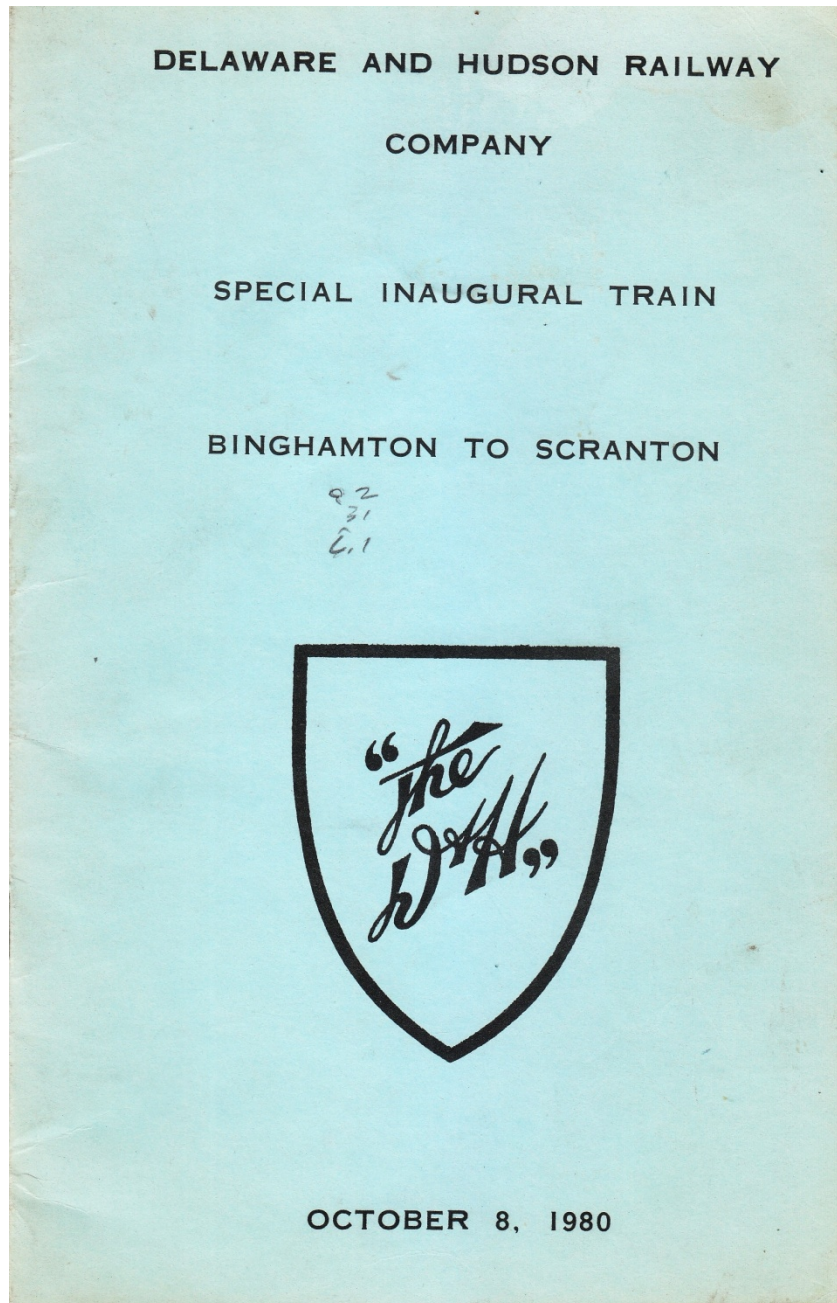
Large tows of canal boats were a common sight on the Hudson River in the second half of the nineteenth century. D&H Canal Historical Society Collection, #73.143

From its opening in 1828 through the closing of most of the canal in 1898—and even through 1917, when the section from Rosendale to Rondout finally stopped carrying cement—the Delaware and Hudson Canal was responsible for vast amounts of traffic on the Hudson River. Indeed there would not have been a Delaware and Hudson Canal without the Hudson River!

Author

Bill Merchant is the historian and curator of the D&H Canal Historical Society in High Falls, NY. He lives in a canal side, canal era house in High Falls with his wife Kelly where he also works as a double bass luthier and antique dealer.

33. **Addition for Volume XII:** On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials is the program for the special inaugural train of the Delaware and Hudson Railway, October 8, 1980, Binghamton to Scranton. Here is that program:



WELCOME

Welcome aboard the D&H Special Inaugural Train on which we celebrate the reestablishment of through freight service on the former DL&W line between Binghamton and Scranton. This is a special moment for the Delaware and Hudson Railway Company representing, as it does, an important step forward in our efforts to achieve a restructured rail system providing reliable, alternative rail service to the public in the Northeast.

The properties which we dedicate to D&H operations today were acquired from Consolidated Railroad Corporation (Conrail), but previously were part of the Delaware, Lackawanna and Western Railroad. The acquisition includes about 58 miles of the mainline between Binghamton, NY, and Scranton, PA, yard properties at East Binghamton and Scranton (Taylor Yard) and about two miles of the former Bloomsburg Branch of the DL&W from Bridge "60" in Scranton to the south end of Taylor Yard.

Because of the excellent operating characteristics of the DL&W line, D&H will reroute its through freight operations from the existing line over Ararat Mountain to the DL&W. D&H will continue to provide local service Scranton to Carbondale. The Company will also keep its line from Lanesboro to Nineveh as its "clearance" route.

The lines over which you travel today have a rich history intertwined with the early settlement and economic development of this region. The D&H has been a part of that development from the start and is the only rail survivor with its original identity still intact. We are proud of that fact, but, more important, we look forward to our future growth into a strong, financially-healthy regional railroad.

HISTORICAL PERSPECTIVE

The D&H had its beginning as a canal company in 1823 formed to transport the abundant deposits of anthracite coal in the Carbondale area. By means of an inclined-plane (gravity) railway and a canal operation, where mules laboriously hauled coal-laden barges, the company transported coal to Kingston, NY, on the Hudson River. River steamers then moved the coal to various markets, but particularly to the New York City area.

Southwest of Carbondale, the small locality of Deep Hollow began to thrive on the grist mills and smith shops of the Slocum family and accordingly became known as Slocum Farm. In the 1840's, after the arrival of the George W. Scranton family, iron blast furnaces and a rail rolling mill were developed, the forerunner companies of Bethlehem Steel Corporation. Renamed Scranton and then Scranton, the city rose to the position of the third largest city in Pennsylvania.

Growth in the area was aided not only by coal deposits but by the power derived from the fast-flowing Lackawanna River whose headwaters begin near Ararat, PA, and flow south through Carbondale and Scranton to Wilkes-Barre where it flows into the Susquehanna River. Along this same route was subsequently built what is now the D&H railway.

DEVELOPING RAIL LINES

During the mid-1800's rail lines were being constructed in all directions as entrepreneurs and promoters sought a share of Philadelphia and New York City markets. Emerging western markets also beckoned to George Scranton who was the driving force in the 1851 opening of The Liggett's Gap Rail Road. Renamed the Lackawanna and Western, the line ran between Scranton and Great Bend where it was able to connect with the Erie Railroad and its route west. Constructed of 56 lb./yard T-rail laid to the Erie's 6-foot gauge, directly on hemlock ties, the line commenced with an ascent out of Scranton, rising 500 feet to Clark's Summit, descending to Ark Swamp and rising again to the 2250-foot Tunkannock Tunnel. A descent to Tunkannock Creek at Nicholson brought the railroad to Martins Creek which it paralleled for 19 miles to the watershed at New Milford. The railroad continued north to Hallstead where it crossed the Susquehanna River on a 600-foot truss bridge to connect with the Erie at Great Bend.

Intensifying rail competition, designs on markets of the Northeast as well as the West, and the completion of the Albany and Susquehanna Railroad from Albany to Binghamton, NY, inspired Moses Taylor of the Valley Railroad Company to open in 1870 an extension linking the Lackawanna & Western at Hallstead with Binghamton.

By 1870 Scranton, with a population of about 50,000, was becoming an important manufacturing and mining center while Binghamton, with about 15,000, was becoming an important transportation center. In addition to the Susquehanna and Chenango Rivers, and their connecting canals, Binghamton had four railroads, the Erie, the Lackawanna, the D&H and the Greene Railroad.

D&H EXPANSION

George Scranton had not been alone in his evaluation of business opportunities to the North and West. During the Civil War, the Delaware and Hudson managers had approached both the Erie Railroad and the Jefferson Railroad (a "paper" railroad without any track as yet) about access north from Carbondale to the Erie line, with the thought of achieving a connection at Binghamton with its soon-to-be subsidiary, the Albany and Susquehanna Railroad (A&S). The completion of the A&S from Albany to Binghamton had been due in large measure to financial underpinning by the D&H organization.

In 1869, under the Jefferson Railroad Company charter, construction of a new rail line was begun by the Erie Railroad, following, between Carbondale and Jefferson Junction, a survey prepared by the Northern Coal and Iron Company (a D&H subsidiary) and financed, in a convoluted manner, by the D&H itself. On October 28, 1870, the first D&H train exercised its trackage rights over the Erie's new line.

This new line followed the Lackawanna River, rising 915 feet to a summit at Ararat. Twisting downward to evade a direct but steep descent, it proceeded along Starrucca Creek to Lanesboro Junction on the Susquehanna River.

One good idea begets another and by December, 1871, a cut-off or short-cut route to the north (The Lackawanna & Susquehanna Railroad "Easy Line") was opened. The new line followed the Susquehanna Valley from Jefferson Junction, near the Erie Main, to Nineveh on the Albany and Susquehanna Railroad, now a D&H subsidiary. This extension eliminated 27 miles and the A&S Belden Hill grade from the coal route north.

The Jefferson Branch and the new cut-off were laid with three rails so that both 6-foot gauge (Erie) and the increasingly-popular 4'-8½" gauge (D&H) equipment could operate. By 1872, the A&S had completed the addition of the 4'-8½" (or standard) gauge to its line. The DL&W to the West opted for a massive one-day change-over, with countless gangs of men moving one rail on every track to the closer position.

Prosperity shone on both DL&W and D&H. In the 1880's and '90's extensions and acquisitions fleshed out the two systems. Low-grade line improvements based upon new construction technology issued forth from the railroad managements in the 1900's to 1920's.

The D&H concentrated on its Nineveh-to-Albany line, since only an impractical multi-mile tunnel could improve the Jefferson Railroad whose ownership belonged to the Erie anyway.

CONSTRUCTION OF TODAY'S ROUTE

The DL&W had a pair of valleys (Ark Swamp and Martins Creek) on its route between Binghamton and Scranton which it sought to avoid by building a new line on the paralleling ridges above. This new design, however, called for a pair of massive viaducts and a new tunnel, the statistics and costs of which set world records at the time. Fresh from the engineering triumph of its New Jersey cut-off in 1980 and flush with operating profits, the DL&W initiated construction of the newly-engineered line in 1912. It is this rail line which the D&H Inaugural Train is reopening today.

By 1915, 39.6 miles of railroad from Clark's Summit to Hallstead had been rebuilt to new standards, eliminating 3.6 miles of the previous length. Curvature had been reduced from 6 to 3 degrees, the eastbound grade had been reduced from 1.23% to 0.68% (the westbound grade was unimprovable: Scranton to Clark's Summit), and total rise-and-fall had been reduced from 553 feet to 226 feet. The roadbed varied from 2-track to primarily 3-and 4-track widths.

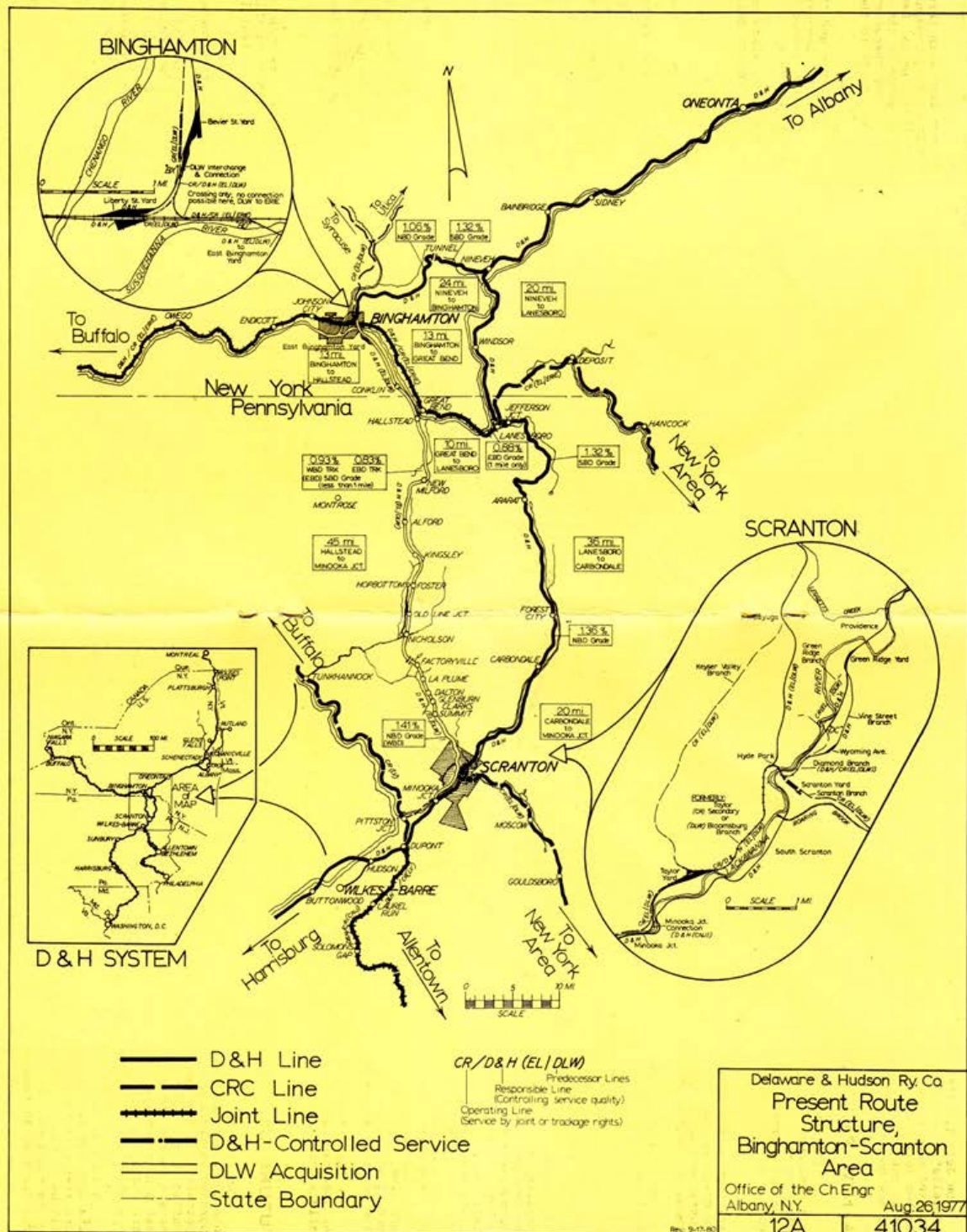
The 3-track Kingsley Viaduct is exceeded in concrete railroad structures only by the 2-track Tunkhannock Creek (or Nicholson) viaduct. This latter, beautiful structure received world recognition for its superlatives: 2375 feet long, track level 240 feet above Tunkhannock Creek, and 10 arches each spanning 180 feet.

RAIL DECLINE

This improved line was central to the fortunes of the DL&W until the decline of coal in the 1950's. With the erosion of this traffic base, both DL&W and the D&H emphasized merchandise traffic and accelerated plant and operating economies.

The D&H purchased the Carbondale-to-Jefferson Junction route from the Erie in 1955 and rationalized it down to single track with second-track segments, matching its policy elsewhere. The DL&W chose merger, in 1960, with the Erie to eliminate duplicative lines and facilities.

Between 1960 and 1976, the Scranton-Binghamton line witnessed famine and feast while traffic was alternated between old Erie and old DL&W lines by the Erie-Lackawanna (EL) management.



On July 1, 1968, both EL and D&H came under the Dereco, Inc., "umbrella" of the Norfolk and Western Railway Company, as an ICC-mandated reaction to the merger of the Pennsylvania Railroad with the New York Central Railroad (Penn Central). Soon thereafter the EL entered bankruptcy in 1972 and was subsequently folded into the new government-formed corporation, Conrail.

A NEW RAIL AGE - ADVENT OF CONRAIL

In 1976, the Consolidated Rail Corporation (Conrail) was created by a government agency, the United States Railway Association, by combining the D&H's prime competitor, the Penn Central, with the D&H's major friendly connections, the EL, the Lehigh Valley, the Reading and Central of New Jersey Railroads.

At the same time, in order to preserve Congressionally-mandated rail competition in the Northeast, the USRA expanded D&H to double its original size via trackage rights over Conrail extending from proprietary D&H lines to physical connections south, east and west beyond the Lackawanna Valley.

The D&H was extended to Buffalo, Newark, Allentown, Philadelphia, Harrisburg, and Washington, DC. Although, as said, the express goal of this extension was preservation of competitive rail service in the Northeast, the plan unfortunately had to be drawn together in three weeks by federal planners who were faced with the last minute withdrawal of the Chessie System from the initial federally-recommended Northeast rail plan.

Because of flaws in that extension plan, the D&H's financial viability has been in question for several years. Accordingly, the company has developed a series of strategic recommendations for physical route restructuring, plant rehabilitation and improved market access in order to forge a new company which will be financially healthy and serve the rail transportation needs of the public in the Northeast.

As much of D&H's future traffic growth is projected to be along the Binghamton-Scranton rail axis, the Company evaluated early the possibility of using the superior operating route of the former DL&W line. In contrast to projected D&H growth through this area, Conrail was retrenching and had removed the DL&W route from main line service, although continuing to provide local service.

In early September of 1980 the D&H and Conrail agreed to transfer operation and ownership of this line to the Delaware and Hudson Railway Company.

FUTURE USE OF DL&W LINE

The plan for the future use and integration of the DL&W line into the D&H system is still being refined. Local service will be upgraded in frequency for those customers requiring such service. Approximately eight through freights daily will ply the rails and traffic projections suggest a sizable increase in the next ten years. During the same period, the yards at Taylor (Scranton) and East Binghamton are expected to assume greater importance as the work they perform can benefit all other system yards and terminals to a higher degree than existing facilities in those areas.

A look at the enclosed map reveals how readily the new line fits into D&H structure. The line will enable D&H to produce lower cost transportation and better service. Reduced grades particularly will be helpful in significantly lowering D&H's fuel costs. Due to the excellent engineering of the new route D&H through trains will traverse 40 fewer grade crossings.

Although the line is superbly engineered, it has been essentially out of service for two years. Accordingly, for the first few months the line will be operated in an interim fashion while immediate needed maintenance of way work can be completed. Through trains will operate southbound on the new line while northbound through trains continue to operate on the existing D&H line. Once the initial maintenance work is complete it will take further time to properly integrate the line fully into the D&H system.

The D&H has applied to the Federal Railroad Administration for about \$8 million in financing to rehabilitate the line and its rail classification yards. Ultimately, with the installation of a two-way modern traffic control system and rationalization of the line with high-speed passing sidings, the line will have sufficient capacity to handle all rail growth in the foreseeable future.

The railroad is hopeful that important and useful tracts of land adjacent to the rail system may be used to attract new industry benefiting the local economy and the railway.

D&H is most pleased that a line so rich in historical significance fits so well into its plans to provide service consistent with the needs of tomorrow's transportation.

DELAWARE AND HUDSON RAILWAY COMPANY

New York/Pennsylvania State Line Ceremony

October 8, 1980

Program Order:

Welcoming Remarks and
Introduction of Guests

- Kent Shoemaker, President of
the Delaware and Hudson

Guest Speakers

- The Honorable Warren Anderson,
Majority Leader, NY State
Senate
- Louis Rossi, Director Rail
Division, New York State
Department of Transportation
- The Honorable Thomas Larson,
Secretary of Transportation -
Commonwealth of Pennsylvania
- John Sullivan, Administrator
of the Federal Railroad
Administration
- The Honorable Joseph McDade,
Congressman from Pennsylvania

Retirement Award Presentation

- The Honorable James Hanley,
Congressman from New York

Champagne Inauguration of Route

- Mrs. Mary Scranton

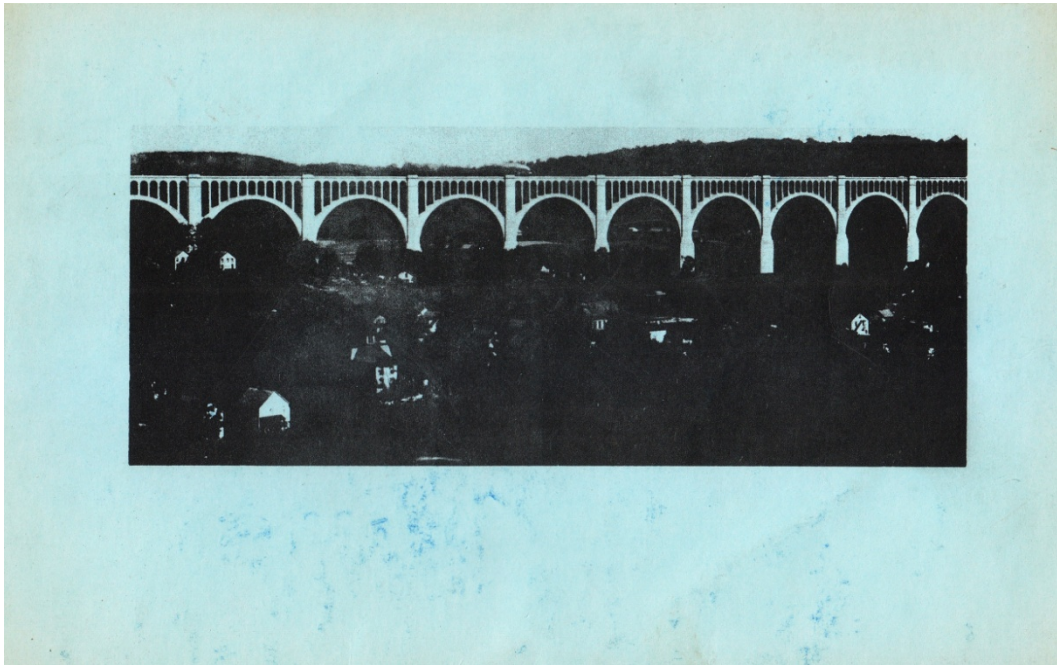
STATIONS AND MILEAGES

BINGHAMTON TO MINOOKA JCT.

<u>M.P.</u>	<u>Distance from Binghamton</u>	<u>Location</u>
191.7	0	Binghamton
189.0	2.7	East Binghamton Yard
185.0	6.7	Conklin Center
182.5	9.2	Conklin
180.2	11.5	NY-PA State Line
177.6	14.1	Hallstead
171.7	20.0	New Milford
165.4	26.3	Alford
161.9	29.8	Kingsley
160.75	31.0	Kingsley or Martins Creek Viaduct
157.6	34.1	Foster
155.0	36.7	Old Line Jct.
152.1	39.6	Nicholson
151.76	39.9	Nicholson or Tunkahannock Creek Viaduct
149.35	42.4	Factoryville or Nicholson Tunnel
148.3	43.4	Factoryville
146.0	45.7	LaPlume
144.1	47.6	Dalton
143.1	48.6	Glenburn
140.6	51.1	Clark's Summit
136.3	55.4	Cayuga Jct.
134.0	57.7	"Bridge 60", Scranton
136.7	60.6	Taylor Yard
137.5	61.4	Minooka Jct. or "MJ" Cabin

MINOOKA JCT. TO LANESBORO

<u>M.P.</u>	<u>Distance from Minooka Jct.</u>	<u>Location</u>
196.9	0	Minooka Jct. or "MJ" Cabin
194.3	2.6	South Scranton
192.4	4.5	Carbon Street Jct.
191.4	5.5	Green Ridge Yard
190.6	6.3	Providence
188.6	8.3	Dickson City
188.2	8.7	Valley Jct.
187.1	9.8	Olyphant
185.6	11.3	Jessup-Peckville
183.1	13.8	Archbald
180.9	16.0	Jermyn
179.6	17.3	Mayfield
177.4	19.5	Lookout Jct.
177.0	19.9	Carbondale
170.1	26.8	Forest City
164.0	32.9	Uniondale
163.0	33.9	Herrick Center
160.0	36.9	Burnwood
156.3	40.6	Ararat
151.7	45.2	Thompson
148.88	48.0	Starrucca Creek Viaduct-D&H
148.4	48.5	Starrucca
142.7	54.2	Stevens Point
141.5	55.4	Brandt
140.7	56.2	Jefferson Jct.
138.7	57.7	Lanesboro (and Starrucca Creek Viaduct-Erie)



34. Addition for Volume XII: On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated to the Carbondale D&H Transportation Museum copies of ten issues of *The D&H Newsletter* that were published in the period November-December 1976--October 1981. Those ten issues, which are filled with facts about the D&H in the period 1976-1981, are the following: November-December 1976, Vol. 8-6th Edition; March-April 1977, Vol. 9-2nd Edition; May-June 1977, Vol. 9-3rd Edition; September-October 1977, Vol. 9 - 4th Edition; November 1977, Vol. 9 - 5th Edition; December 1977, Vol. 9 - 6th Edition; November 1978, Vol. 10 - 1st Edition; February 1979, Vol. 10 - 2nd Edition; Volume 3, Number 1, August 1981, title of publication changed to "The Inside Track" /Delaware and Hudson Railway Company"; and Volume 3, Number 3, October 1981.

On page one of Volume 3 Number 3, October 1981, is the following text about the Acquisitions Agreement that Norfolk & Western Railway, Guilford Transportation Industries, Inc. and the D&H signed on October 20 providing for the sale of all D&H common stock by N&W to Guilford for \$500,000:

Norfolk & Western Railway, Guilford Transportation Industries, Inc., and the D&H signed an Acquisition Agreement on October 20 providing for the sale of all D&H common stock by N&W to Guilford for \$500,000.

The sale transaction will require approval of the Interstate Commerce Commission subsequent to Guilford's filing a formal application with the ICC in the near-future for that approval.

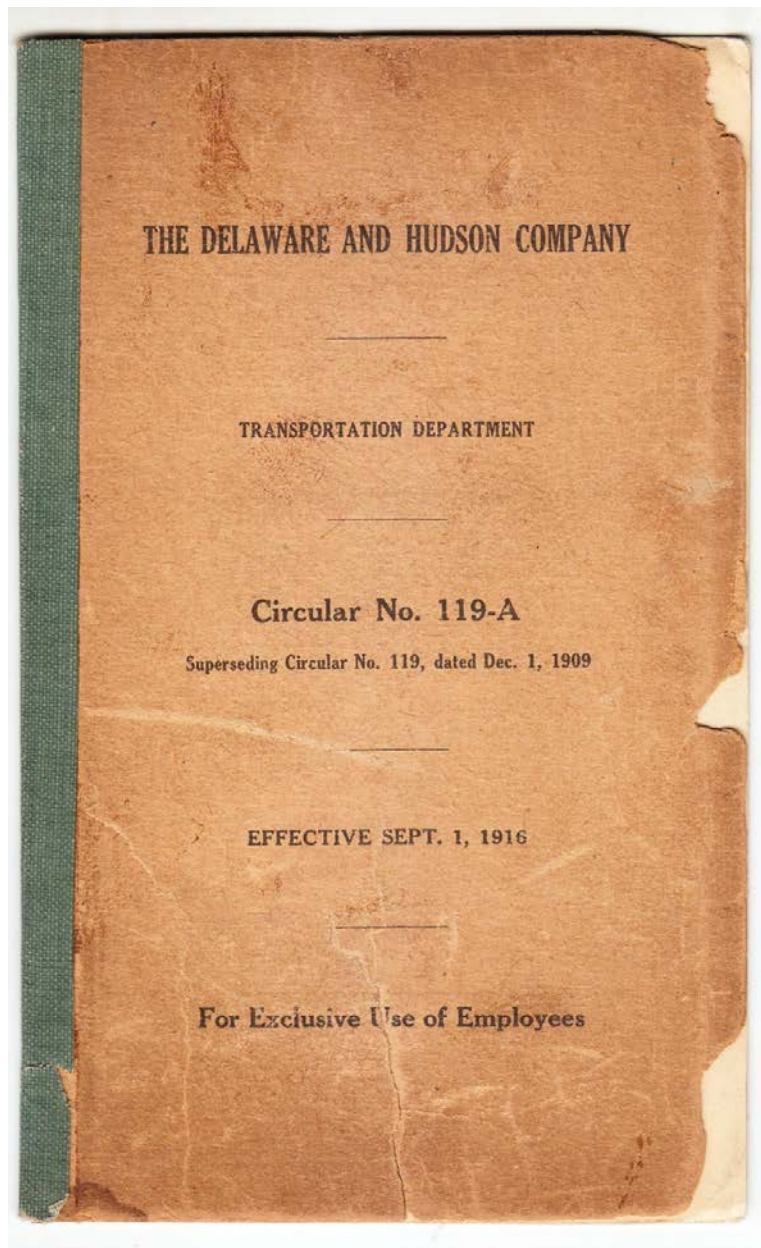
D&H and the State of New York have agreed to withdraw from a separate ICC proceeding concerning the proposed combination of N&W with Southern Railway. D&H and New York had been requesting the ICC to require inclusion of the D&H in the combined N&W/Southern system. N&W would not agree to the sale of D&H, however, unless the Company withdrew from the inclusion case proceedings.

A final closing on the sale is not expected until the middle of 1982 assuming various conditions are met, including approval by the ICC of a separate application by Guilford to buy the Boston & Maine Railroad, agreement by the U.S. Department of Transportation to convert the current Federal debt of D&H into contingency notes which would not be payable as long as D&H continues to operate, and agreement by the D&H Brotherhoods to certain wage and/or work rules concessions.

The agreement also provides, that if D&H so chooses, it could lease up to 25 GP-9 locomotives from the N&W for use during winter months. Additionally, N&W agreed to rent any surplus coal hoppers which the D&H might have during the winter months up to a total of 200 cars. These equipment provisions should provide D&H some financial help during the coming winter.

Meanwhile, the Company will seek sufficient external interim funding to sustain it through the period while Guilford seeks approval from the ICC to complete its purchase of the D&H. Negotiations are being conducted with the State of New York and other parties in an attempt to raise the needed additional cash resources.

35 Addition for Volume XVI: On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated to the Carbondale D&H Transportation Museum a copy of Circular No. 119-A (Effective September 1, 1916), that was issued by the Transportation Department of The Delaware and Hudson Company “For Exclusive Use of Employees.” In that circular, which is addressed to “Agents, Yardmasters, Conductors, and Connecting Lines,” are presented the Federal and State Laws pertaining to the transportation of live stock via railroads or other means of transportation. Here is that circular:



The Delaware and Hudson Company

OFFICE OF THE GENERAL SUPERINTENDENT
OF TRANSPORTATION.

CIRCULAR No. 119-A

Superseding Circular No. 119, dated Dec. 1, 1909.

Rules in
effect
beginning
September 1,
1916

ALBANY, N. Y., Sept. 1, 1916.

To Agents, Yardmasters, Conductors
and Connecting Lines:

The following Federal and State Laws pertaining to the transportation of live stock must be strictly observed.

FEDERAL REGULATIONS.

PUBLIC — No. 340. An Act to prevent cruelty to animals while in transit by railroad or other means of transportation from one State or Territory or the District of Columbia into or through another State or Territory or the District of Columbia, and repealing sections forty-three hundred and eighty-six, forty-three hundred and eighty-seven, forty-three hundred and eighty-eight, forty-three hundred and eighty-nine, and forty-three hundred and ninety of the United States Revised Statutes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,
That no railroad, express company, car company, common carrier other than by

!

Animals shall not be confined for longer than 28 consecutive hours (36 hours with owner's authorization) without unloading them in a humane manner into properly equipped pens for rest, water, and feeding, for a period of at least five consecutive hours. The time consumed in loading and unloading shall not be considered. Sheep not be unloaded during the night.

water, or the receiver, trustee, or lessee of any of them, whose road forms any part of a line of road over which cattle, sheep, swine, or other animals shall be conveyed from one State or Territory or the District of Columbia into or through another State or Territory of the District of Columbia, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals from one State or Territory of the District of Columbia into or through another State or Territory or the district of Columbia, shall confine the same in cars, boats, or vessels of any description for a period longer than twenty-eight consecutive hours without unloading the same in a humane manner, into properly equipped pens for rest, water and feeding, for a period of at least five consecutive hours, unless prevented by storm or by other accidental or unavoidable causes which can not be anticipated or avoided by the exercise of due diligence and foresight; **Provided**, That upon the written request of the owner or person in custody of that particular shipment, which written request shall be separate and apart from any printed bill of lading or other railroad form, the time of confinement may be extended to thirty-six hours. In estimating such confinement, the time consumed in loading and unloading shall not be considered, but the time during which the animals have been confined without such rest or food or water on connecting roads shall be included, it being the intent of this Act to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon the contingencies hereinbefore stated: **Provided**, That it shall not be

required that sheep be unloaded in the nighttime, but where the time expires in the nighttime in case of sheep the same may continue in transit to a suitable place for unloading, subject to the afore-said limitations of thirty-six hours.

Animals to be fed and watered either by the owner or person having custody of those animals. In case of the owner defaulting to do so, the carrier shall be reimbursed appropriately by the owner for all expenses incurred by the carrier for food, care, and custody of such animals.

Sec. 2. That animals so unloaded shall be properly fed and watered during such rest either by the owner or person having the custody thereof, or in case of his default in so doing, then by the railroad, express company, car company, common carrier other than by water, or the receiver, trustee, or lessee of any of them, or by the owners or masters of boats or vessels transporting the same, at the reasonable expense of the owner or person in custody thereof, and such railroad, express company, car company, common carrier other than by water, receiver, trustee, or lessee of any of them, owners or masters, shall in such case have a lien upon such animals for food, care, and custody furnished, collectible at their destination in the same manner as the transportation charges are collected, and shall not be liable for any detention of such animals, when such detention is of reasonable duration, to enable compliance with section one of this Act: but nothing in this section shall be construed to prevent the owner or shipper of animals from furnishing food therefor, if he so desires.

Sec. 3. That any railroad, express company, car company, common carrier other than by water, or the receiver, trustee, or lessee of any of them, or the master or owner of any steam, sailing or other vessel who knowingly and wilfully

A carrier that violates the 28 hour / 5 hour rest rule shall be fined between \$100 and \$500 for each violation, with civil action to take place in the circuit or district court where the violation may have been committed.

fails to comply with the provisions of the two preceding sections shall for every such failure be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars: **Provided,** That when animals are carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity to rest the provisions in regard to their being unloaded shall not apply.

When animals are transported with proper food, water, space, and opportunity to rest, the provisions in regard to their being unloaded shall not apply.

Sec. 4. That the penalty created by the preceding section shall be recovered by civil action in the name of the United States in the circuit or district court holden within the district where the violation may have been committed or the person or corporation resides or carries on business; and it shall be the duty of the United States attorneys to prosecute all violations of this Act reported by the Secretary of Agriculture, or which come to their notice or knowledge by other means.

Sec. 5. That sections forty-three hundred and eighty-six, forty-three hundred and eighty-seven, forty-three hundred and eighty-eight, forty-three hundred and eighty-nine and forty-three hundred and ninety of the Revised Statutes of the United States, be, and the same are hereby, repealed.

Non-Application of Federal 28-Hour Law to Government Shipments.

The 28-hour law not applicable to shipment of horses and mules by the Army.

This statute is not regarded by the War Department as applicable to shipments of horses and mules pertaining to the Army and that in time of war or threatened war the through shipments of same without unloading for feeding, watering and

resting is authorized by the Secretary of War where the shipping officer certifies that it is necessary in the military service for such animals to be forwarded through to destination in the shortest possible time without stopping to unload.

Attention is directed to a Circular issued by the United States Agricultural Department at Washington, D. C., May 31, 1913, as quoted below:

**"THE UNITED STATES DEPARTMENT OF
AGRICULTURE,
OFFICE OF THE SECRETARY.**

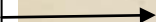
"The feeding, watering and resting of live stock in course of interstate transportation.

"In connection with the enforcement of the twenty-eight hour law (34 Stat. 607) the Bureau of Animal Industry has made investigation of the feeding, watering and resting of cattle, sheep, swine and other animals while in the course of interstate transportation. The result of this investigation, and the conclusions based thereon are announced as an indication of the views of the Department of Agriculture as to the meaning of the law.

Feeding.

"The amount of feed which should be given to different classes of animals varies with the length of time between feedings and the weights of the animals. For each twenty-four hours the ration for horses and cattle should not be less than one and one-fourth lbs. of hay to each hundred weight of animals, and for hogs, not less than one pound of shelled corn, or its equivalent in ear corn or other grain to each one hundred weight of animals, for sheep, not less than one and one-half pounds of hay to each one

What the animals must be fed during these rest periods.



hundred weight of animals. For periods greater or less than twenty-four hours, the ration should be greater or less respectively, in the same proportion.

Resting.

"The only practicable methods for railroads to transport animals other than hogs, without unloading during each period prescribed by the statutes for rest, water and feed, are in palace or similar stock cars and with emigrant outfits. There are cases in which exceptional facilities complying with the law make unloading unnecessary; for instance, especially equipped cars, conveying show animals and blooded stock. In such cases, care should be taken to observe the law. In all cases, if animals are not unloaded sufficient space to permit all the animals to lie down in the cars at the same time must be provided.

"Hogs may be fed, watered and rested without unloading provided (a) the cars are loaded so as to allow all the animals to have sufficient space to lie down at the same time, (b) the trains stopped for sufficient time to allow the watering troughs to be prepared and to allow every hog time to drink his fill, and (c) care is exercised to distribute properly, through each car deck sufficient shelled corn, or its equivalent in ear corn or other corn or other grain for each hog.

Unloading.

All pens into which animals are unloaded must contain adequate facilities for feeding and watering and suitable space on which the animals can lie down comfortably for resting. Covered pens should be provided for unloading animals in severe weather."

Show animals and blooded stock need not be unloaded, but they must have sufficient room to lie down in the cars.

Rules to be followed with hogs

Covered pens should be provided in severe weather.


STATE REGULATIONS.

NEW YORK.

The following extract from Penal Code of New York State, effective September 1, 1916, is applicable to the transportation of animals which are enroute for more than 28 consecutive hours without unloading:

Sec. 193. Transporting animals for more than twenty-eight consecutive hours without unloading. A railway corporation, or an owner, agent, consignee, or person in charge of any horses, sheep, cattle, or swine, in the course of, or for transportation, who confines, or causes or suffers the same to be confined, in the cars for a longer period than twenty-eight consecutive hours, without unloading for rest, water and feeding, during five consecutive hours, unless prevented by storm or inevitable accident, is guilty of a misdemeanor. In estimating such confinement, the time during which the animals have been confined without rest on connecting roads from which they are received, must be computed. If the owner, agent, consignee, or other person in charge of any such animals refuses or neglects upon demand to pay for the care or feed of the animals while so unloaded or rested, the railway company or other carrier thereof, may charge the expense thereof to the owner or consignee and shall have a lien thereon for such expense.

In New York, a person or company that does not adhere to the 28-hour / 5 hour rule shall be guilty of a misdemeanor.



VERMONT.

All railroads operating in the state of Vermont must adhere to the rules and regulations stated above. A company or owner who does not follow these rules shall be fined between \$50 and \$250.

Sec. 5812. Regulations as to carrying animals on railroads. No railroad company in the transportation of animals shall permit them to be confined in cars more than twenty-eight consecutive hours, including the time they have been confined on connecting roads, without unloading them for rest, water and feeding for at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. Animals so unloaded shall be properly fed, watered and sheltered during such rest by the owner or person having the custody thereof, or in case of this default, by the railroad company transporting the same, at his expense; and such company shall in such case have a lien upon such animals for food, care and custody furnished, and shall not be liable for the detention authorized by this section.

(Penalty Exception.)

Sec. 5813. A company, owner or custodian of such animals who does not comply with the provisions of the preceding section shall be fined not more than two hundred and fifty dollars, nor less than fifty dollars. The foregoing provision shall not apply to animals carried in cars in which they can and do have proper food, water, space and opportunity for rest.

GENERAL INSTRUCTIONS.

"...Live stock must have been fed and watered not to exceed one hour prior to loading."

Card waybills, revenue waybills and waybill pockets must show date and hour stock was loaded, also place, date and hour last fed, watered and rested, and time reloaded. Live stock loaded at stations on this line must have been fed and watered not to exceed one hour prior to loading.

Waybills on live stock from connecting lines must contain data on the resting, feeding, and watering of those animals to prove that they have been properly fed, watered, and rested by those connecting lines while under their care before they will be accepted by the D&H.

Live stock must not be received from connecting lines unless full information is shown on waybill, as above, and if such information indicates that stock has not been rested, fed and watered within the limit prescribed by the law, or there is not sufficient time to move it to its destination on our line, or to an unloading point for rest, feed and water, it should not be accepted until it has been rested, fed and watered, as required by the law.

Full information should be noted on waybills delivered to connecting lines.

The written request of owner, or person in charge of an interstate shipment, for extension of time of confinement to thirty-six hours, must show car number and initial, and be dated and signed by owner or person in custody, and must be attached to waybill and filed with same at destination.

If there is any doubt as to stock reaching destination on our line, or proper place for unloading within time prescribed by the law, request should be made to Division Superintendent for instructions for further handling.

The General Superintendent of Transportation of the D&H in 1916 was C. E. Burr.

C. E. BURR,
Gen'l Supt. Transportation.

36. **Addition for Volume XXIII:** On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials is a copy of the March 1888 issue (Vol. XII, No. 3) of *Locomotive Firemen's Magazine*.



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

MARCH, 1888.

No. 3.

In the listings of Subordinate Lodges of the Brotherhood of Locomotive Firemen therein (pp. 215-379), we find, on page 220, the following listing for the Vanbergen Lodge in Carbondale:

62. VANBERGEN; Carbondale, Pa.
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenshier Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent

We also find, on page 229, the following listing for the Golden Link Lodge in Wilkesbarre:

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Reiley, Ashley, Pa. Master
W. C. Daugherty, 71 Kidder St. Secretary
C. H. Laman, Kingston, Pa. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent

The Ladies Societies of the Brotherhood of Locomotive Firemen are listed in this same issue of the *Locomotive Firemen's Magazine* on page 235:

LADIES' SOCIETIES B. OF L. F.	
1. GOOD ENDEAVOR; Stratford, Ontario.	
Meets 1st and 3d Wednesdays.	
Mrs. E. A. Ball	President
Mrs. M. Tuxton	Vice President
Mrs. W. E. Brooker	Secretary
Mrs. G. Nursey	Treasurer
3. LADIES' AID; Phillipsburg, N. J.	
Meets first Sunday in each month at 2:30 P. M., Grinner's Hall.	
Mrs. C. Wil on	President
Mrs. R. Hill	Vice President
Mrs. M. Teel	Secretary
Mrs. T. Roseberry	Treasurer
4. PROGRESSIVE; Grand Rapids, Mich.	
Meets each month at No. 13 Wenham avenue, at 2:00 P. M.	
Mrs. A. E. Geary, 40 Ninth avenue . .	President
Mrs. F. G. Kough	Vice President
Mrs. H. W. Norris, 59 River avenue . .	Secretary
Mrs. G. P. Downey, 13 Wenham ave . .	Treasurer
5. HARMONY; St. Louis, Mo.	
Meets every two weeks.	
Miss Ella Van Horn	President
Miss Laura Van Horn	Vice President
Mrs. C. E. Amos, 2346 Mullanphy St. .	Secretary
Miss Sophia Lullman	Treasurer
6. HALLSTEAD; Hallstead, Pa.	
Mrs. Wm. Oswald	President
Mrs. A. M. Slikes	Vice President
Mrs. J. H. Moran	Secretary
Mrs. Frank J. May	Treasurer
7. J. J. LANNON; Susquehanna, Pa.	
Mrs. Chas. Anderson	President
Mrs. John Keyes	Vice President
Mrs. M. Keme	Secretary
Mrs. J. J. Lannon	Treasurer
8. FRIENDLY; Garrett, Ind.	
Meets every two weeks.	
Mrs. M. E. Stoner	President
Mrs. Lizzie Abrams	Vice President
Mrs. Mary Cuunningham	Secretary
Mrs. Dora Mowry	Treasurer

Hallstead, PA

Susquehanna, PA

On page 235 in this same publication, we also find the following directory of other railroad associations:

MISCELLANEOUS DIRECTORY.

Brotherhood of Locomotive Engineers.

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Deloss Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels . . . Grand Secretary and Treasurer
 Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter . . . President, Wilmington, Del
 Thos. G. Gresham . First Vice President, Atlanta, Ga
 William Blow . . . Second Vice President, Windsor,
 Ontario.
 Joseph Sanger . . . Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird . . . Corresponding Secretary, Phila-
 delphia, Pa.
 Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

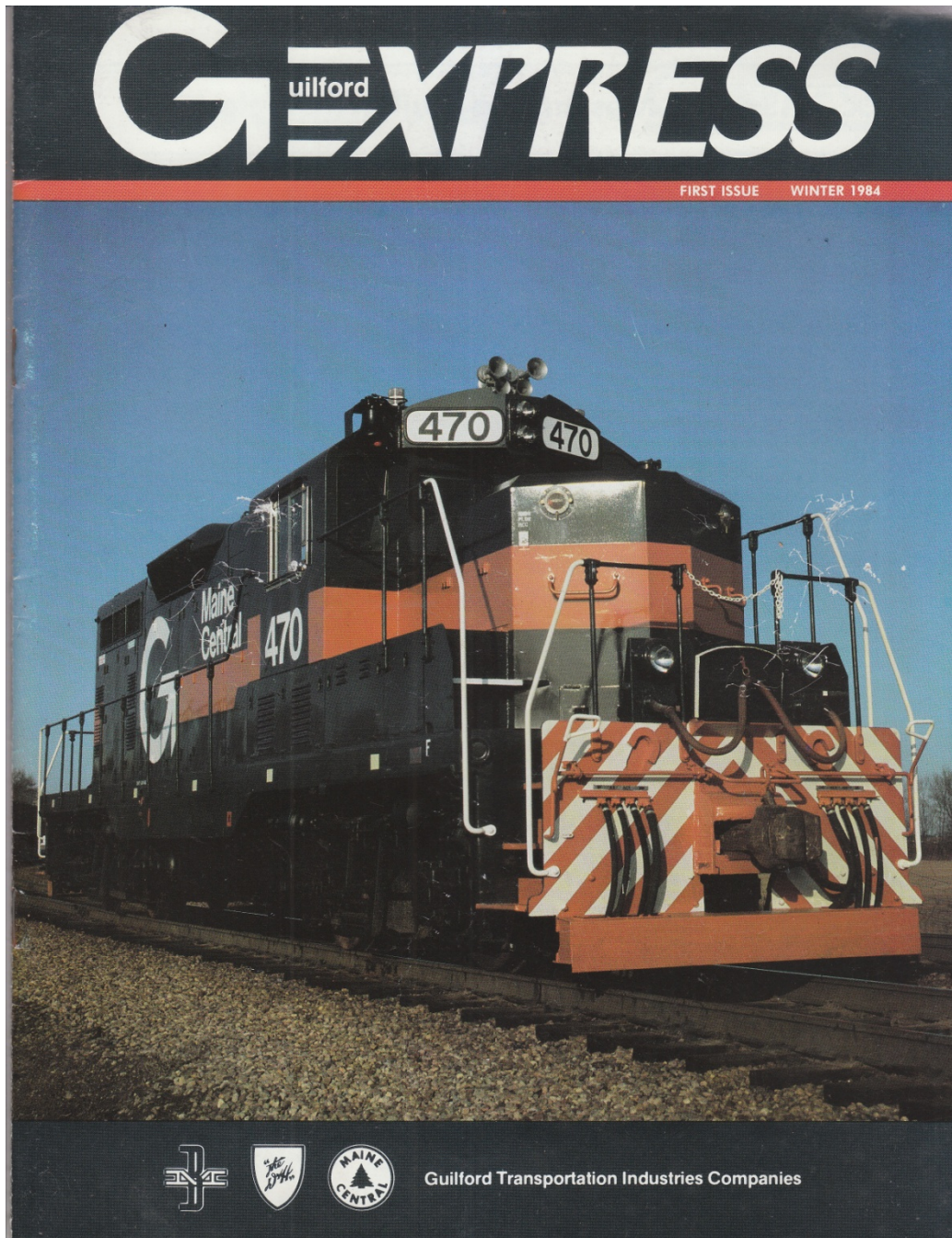
Brotherhood of Railroad Brakemen.

S. E. Wilkinson . . . Grand Master, Galesburg, Ill
 W. G. Edens . . . Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea . . . Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. . . Grand Organizer and Instructor,
 Ithica, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan . . . Grand Organizer and In-
 structor.
 Wm. A. Simsrott . . Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 161 Washington
 street, Chicago, Ill.

37. **Addition for Volume XII:** On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials is a copy of the “First Issue Winter 1984” of *GuilfordXPRESS*. Given below are the front cover and pp. 2-4, 6, 14-15, and 22 of that publication:



A Special Message to Guilford Employees

As an employee of Maine Central, Boston and Maine, Delaware and Hudson, and subsidiaries, you are now an integral part of the newly-formed Guilford Transportation Industries' system of rail carriers. Your role in the success of this new venture cannot be overstated. You are the Guilford system.

Now is the time for railroad men and women to look forward to new horizons, greater challenges and expanded opportunities. The climate is right for a resurgence of rail transportation, especially in the Northeast.

It is easy to bemoan all the adversity we have faced in this industry over the past two years. Each one of you has found it most difficult to ignore — a terrible business climate, furloughed employees, a national crisis in railroad retirement and, for each of you especially, the unknowns of becoming part of a new and larger railroad system. It has been a traumatic experience.

As employees of these fine railroads, veterans or newcomers, you bring to Guilford Transportation Industries valued experience to make railroading work the way it should. You also bring with you a rich history of dedication and commitment to a career that is the envy of many.

When you say to a new acquaintance that you are working for the railroad, it carries a special meaning to almost everyone outside the industry. It may bring back nostalgic memories of steam engines and passenger service, of a friendly wave from a caboose at a highway crossing or of a family member who held a good-paying railroad job. You should feel pride that you are a railroader.



David A. Fink

Railroaders in the region of these three carriers are special people who have a reputation for productivity and a willingness to give a day's work for a day's pay. You will prove that this is the case as we work together to insure the success of this new system.

The Management has an obligation to each of you and we intend to meet that obligation. Railroad workers receive excellent wages and fringe benefits. You have a safe place to work so that your families can rest easy knowing that this management will make every possible effort to see that personal injuries are nonexistent. For those of you who are members of a labor union, you may be assured that we intend to live up to the contract between the individual railroads and your organizations.

We intend to invest money in these rail properties so that the Guilford system will be able to compete favorably in the transportation marketplace and expand its present services. We intend to work with each of you in selling the railroad, to recapture freight traffic to the Guilford system.

If I am right about being on the brink of a railroad resurgence, then we can look forward to traffic growth, expanded railroad employment and improved railroad job security. We are in a highly competitive business but, with the dedication and experience that you bring to the Guilford system, we will succeed and the Guilford success will be yours.

I look forward to working with each of you toward our common goals. I have met many of you personally and will meet more of you each day. I want to hear your suggestions because I believe that you know more about these railroads than anyone else.

Let's work together to insure the success of these railroads and the Guilford system. I'm ready for the challenge and I know you are ready also.

A handwritten signature in dark ink that reads "David A. Fink". The signature is written in a cursive, flowing style.

David A. Fink, Chairman
and Chief Executive Officer
Maine Central Railroad Company
Boston and Maine Corporation
Delaware and Hudson Railway Co.

It's 24 Hours a Day

While changes are inevitable with the evolution of coordinations within the Guilford Rail System, one factor will remain constant. It is the focal point for each railroad and its employees: Safety. Safety is Guilford's first priority.

Personal injury is a needless waste of the Railroad's most important resource—the employee. When an employee is injured the effects are felt and compounded across the railroad and beyond. In addition to the pain and suffering from the injury, the employee's family and friends also must share the effects of the injury. From the Company's point of view, there is a loss of valuable time and the loss of that employee's experience and expertise; the time of the supervisors and officers of the Company spent investigating a personal injury and there is also a disruption of work schedules and all the accompanying inconvenience.

The employee is the Railroad's most valuable resource. Time, training and experience have molded the railroad employee into a vital asset.

At a recent staff meeting of supervisors and officers, David Fink said, "We have a moral obligation to our employees to see that they work safely and are properly instructed so they can perform their duties without incurring injury."

Railroad employees have a responsibility to themselves, their families, fellow employees and the public. Because the operation of a railroad is predicated on safety, every employee regardless of job or position must be actively involved with accident prevention. And it's not a part-time responsibility. It's 24 hours a day, 7 days a week. Safety never takes a holiday; in fact, it's an accident if safety takes a holiday.

Accidents also drain valuable financial resources as well as human resources. Capital which is spent as a result of an accident is capital which cannot be spent on improvements to the physical plant. Money saved from the absence of employee injury is money which can be allocated to investment in the property.

Employee safety is just one facet of Guilford's commitment to safety. Each railroad within the system has vigorously pursued safety in the public sector as evidenced by Operation Lifesaver campaigns.

In cooperation with state and local agencies and with other railroads, Maine Central, Boston and Maine and Delaware and Hudson have separately and together spearheaded the nationwide driver education program for crossing safety in their respective regions.

Additionally, each railroad carries the safety message to schools in communities along rail lines to inform and educate school children about railroad safety. There is an emphasis on convincing children that a railroad is not a playground.

Safety is a state of mind. Each employee comes to work with the hope and intent of performing each task efficiently, economically and with an eye on tomorrow. Safety is all of this because the operation of a railroad depends upon and demands efficiency, economy and vision. If the Railroad is to prosper in these challenging times, employees owe it to themselves, their families and to every other employee to bring safety into each workday.

It must be repeated again. Safety is 24 hours a day, 7 days a week, and never takes a holiday.



The Guilford Xpress is published by the railroads of Guilford Transportation Industries: Boston and Maine Corporation, Delaware and Hudson Railway Company and Maine Central Railroad Company. The Xpress is mailed to all Guilford railroad employees and to customers, retired employees, government officials and others, on request. Correspondence should be addressed to:

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04102

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Delaware and Hudson Railway
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Maine Central Railroad

CONTENTS:

Special Message	2
24 Hours a Day	3
Challenge of the Eighties	4
Single Voice	6
The East Wind	9
From the Beginning	14
Second Opinion	18
Guilford's Railroads Today	19

FRONT COVER

The first locomotive in the Guilford system to be painted in Guilford colors and design was Maine Central's 470. This unit was completely remanufactured by Railroad forces at Waterville Shops after it had operated for over 27 years and 1,750,000 miles. It was renumbered 470 in recognition of the "Old 470" which was the last steam locomotive to operate on Maine Central and is now on display in a park adjacent to Waterville Yard. Photo by Bruce O. Nett

BACK COVER

Three locomotives power a Boston and Maine train out of White River Junction, Vermont through the Northern New England countryside at Barnet, Vermont. Photo by Ronald N. Johnson.

The Challenge of the Eighties

On January 5, 1984, Guilford Transportation Industries completed the lengthy process of acquiring three major Northeast railroads. GTI now owns the Boston and Maine Corporation, the Delaware and Hudson Railway Company and the Maine Central Railroad Company. Employees, shippers, government officials and others have asked, why this combination? Several reasons have been given for this acquisition by Timothy Mellon and David Fink.

Owner, Timothy Mellon, has a positive attitude concerning the future industrial and commercial potential of the Northeast. He is firm in his conviction that this region has a bright future and views the investment in these railroads not as a risk but as an opportunity. He believes the region is on the threshold of economic regeneration.

David Fink, Chairman, believes that ownership of these properties is a sound business proposition. He is convinced that the combination will be competitive in the Northeast transportation market, resulting in greater viability of the aggregate system than the three railroads would have operating independently. He points out that the strength of each railroad will be maximized to the benefit of the others.

The basic philosophy for the new system is that each railroad will maintain its own identity but receive overall guidance and control from GTI. Such a plan has been prepared at the corporate level which will bring about substantial savings in areas of insurance, purchasing, inventory and accounting functions. As the infant system matures, other areas of efficiency will be evaluated and changes implemented.

The goal of GTI is to provide fast, efficient service to shippers while maximizing the long-term profits of the new system. The combined railroads will operate about 4,000 miles of line extending from Calais, Maine to Buffalo, New York and Montreal, Canada to Washington, D.C. About 4,500 men and women

will be employed and inventory of equipment will include nearly 400 locomotives and 12,000 freight cars. The controlled railroads and the resulting GTI system will be competitive, efficient and offer the shipping public an opportunity for improved routing for their freight.

There are many potential coordinations for the three carriers, including run-through train service, joint use of equipment and facilities, improved freight car utilization and coordinated data exchange.

Traffic will be solicited with a coordinated sales force. The ability to solicit and route traffic over the combined system will result in lower costs, expedited handling of cars and vastly improved service. The one sales force concept will permit imaginative marketing programs to attract new traffic, both intra and intermodal. The recent inauguration by Maine Central and Boston and Maine of a fast piggy-back train from Bangor, Maine to New Haven, Connecticut is but one example of the innovations that will result from the new rail system.

By today's standards the GTI railroad system is small when compared to the megarail systems that have evolved over the past few years. But GTI, in many ways, will have the best of all worlds: An adequate size to have sufficient market clout in a deregulated atmosphere and yet small enough to retain some of the more abstract characteristics of small regional carriers.

The opportunities for the GTI rail system are unlimited. With contributions and cooperation from the quality employees of the Boston and Maine, Delaware and Hudson and Maine Central, the Northeast Railroad Challenge of the Eighties will be met.



Welcome to the first issue of the Guilford XPRESS. This new magazine is prepared primarily for the employees of the three railroads of Guilford Transportation Industries: Boston and Maine, Maine Central, and Delaware and Hudson. The publication also will be sent to retired employees, railroad customers, government officials, rail fans and others, on request.

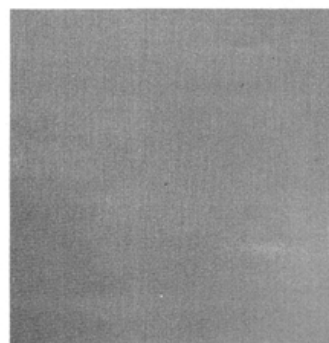
The purpose of the XPRESS is to bring news of developments on the three railroads to all of the employees of the Guilford system. This publication is one of the first combined products of the Guilford railroads and demonstrates Guilford's commitment to communication.

Railroad publications are by no means a new idea. Each of the three railroads has issued employee publications in the past, some dating back to the 19th century. The first association of business or industrial publications to be formed in the United States was the Association of Railroad Editors.

A Maine Central company publication was first issued in 1893. The MAINE CENTRAL was described as the "Official Organ of the Maine Central Railroad." From 1893-1903 it was published with a lot of advertising and designed to attract tourists to Maine. There were stories of fishing and hunting in the Maine wilderness and summer vacations at beautiful Maine resorts. There were also stories of the Railroad and its employees.

From 1924 through 1930 and 1944 through 1959 the Railroad published an employee magazine alternately titled MAINE CENTRAL EMPLOYEES MAGAZINE and MAINE CENTRAL MAGAZINE. In 1960 the Maine Central MESSENGER was born as a monthly employee newsletter. In 1970 the format was changed to a magazine and the MESSENGER has been issued four to six times a year to the present time.

The MESSENGER won national awards from the Association of Railroad Editors in 1974, 1977 and 1978.



Communicating with a Single Voice



Boston and Maine publications also go back to before the turn of the century with the BOSTON and MAINE COURIER, published in 1895. Reflecting the times, this was also a tourist-oriented publication with lots of advertising. The COURIER was followed by an employee publication called the BOSTON and MAINE RAILROAD MAGAZINE in 1924 which continued, with some years of absence, until 1960.

It is no coincidence that the Boston and Maine and Maine Central started a publication on the same date, 1924, and with nearly the same name and format. At various times the two railroads were controlled by the same interests and, in fact, for many of those years the same person served as editor of both publications.

The Boston and Maine newsletter, MINUTEMAN, arrived on the scene in 1974 and has been published periodically to the present time.

In 1979 the MINUTEMAN won a national award from the Association of Railroad Editors.

Delaware and Hudson also has had employee publications in the past. Some information is available about these publications but it may not be complete. If any XPRESS readers have additional background on this matter, please pass it on to the editor.

An employee publication, THE DELAWARE and HUDSON RAILROAD BULLETIN, was first issued in 1925 and continued on a monthly and every other month basis until 1938. The BULLETIN proclaimed that it was published "for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare."

In 1978 Delaware and Hudson published an employee bulletin called the D&H NEWSLETTER. The publication was renamed THE INSIDE TRACK in 1981. This publication was designed primarily for employees of Delaware and Hudson.

The Guilford XPRESS will be edited by Maine Central's Brad Peters. He will be assisted by Dennis Coffey, on the Boston and Maine, Lynne Sisto, on the Delaware and Hudson, and Maine Central's Geoffrey Doughty.

As employees of the Guilford railroads, this is, first of all, your publication. If you have any ideas, comments or criticisms, please let the editorial staff know your feelings.

From the Beginning of Railroading

The very birth of railroad operations in this country can be traced to the predecessor railroads of the three carriers that make up Guilford Transportation Industries' rail system. The Delaware and Hudson Canal Company (1828), the Boston

and Lowell Railroad (1830) and the Bangor & Piscataquis Canal & Railroad Company (1836) all played a part in the genesis of railroad development in the United States.

The railroads of the Guilford system were partners in the indus-

trial growth of the region. The colorful railroad history of the Northeast is apparent in the following brief histories of the Maine Central, Boston and Maine and Delaware and Hudson railroads.



Delaware and Hudson Railway

The history of the Delaware and Hudson Railway Company is traced to the earliest days of railroad operations in the United States. Coal was the key to the evolution of this railroad and it played a role in its success for many decades.

In the early 1800's, steam as a source of power first began to be appreciated. Among those whose imagination grasped the vast possibilities were the four Wurt Brothers of Philadelphia. They purchased coal-bearing lands in the Lackawanna Valley and set up headquarters at a place they later named Carbondale, the site of their first mine.

Movement by water, for long hauls, was the most adequate means of transportation then available. And so a canal 108 miles long was planned from Honesdale, Pennsylvania, about 16 miles east of Carbondale, to the Hudson River at Rondout, near Kingston, New York. This undertaking to join the Delaware and Hudson Rivers brought about the incorporation of "The President, Managers and Company of The Delaware and

Hudson Canal Company" in 1823. Five years later, the Canal was completed.

Subsequently, a railroad 16 miles long was built over the Moosic Mountains, joining the Canal at its western terminus with the mine at Carbondale. This railroad, a system of planes and inclines, was operated by steam-powered rope haulage on the steep ascent from Carbondale to Rix's Gap, and by horses on the moderate gradients to Honesdale. It was from this so-called "Gravity Railroad" that the D&H's operation eventually grew to its present size.

In 1830, only 23 miles of railroad were operating in the United States, and, of these, 16 were later to become part of the Delaware and Hudson.

In 1869 the New York State Legislature granted to the D&H Canal Company general railroad building and operating rights. Three years later these rights were exercised when the Company leased the newly completed Albany & Susquehanna Rail Road from Albany to Binghamton. The D&H built a line from Lanesboro to Nineveh, and in 1871 leased the Rensselaer & Saratoga Rail Road. The Company's motive behind these leases and extensions was that of broadening the market outlets for the Company's production of coal.

Expansion continued through the period following the Panic of 1873, despite the general business contraction. Finally, with the acquisition of the New York and Canada

Rail Road Company, which had absorbed The Whitehall and Plattsburgh Rail Road Company and The Montreal and Plattsburgh Rail Road Company, there was a consolidation of rights, franchises and properties of all the roads on the western shore of Lake Champlain. It was now possible for heavy rail traffic to reach Canada via Albany and Plattsburgh the year 'round.

The Managers of The Delaware and Hudson Canal Company had looked forward to the day when their rail traffic would go all the way to Montreal and eliminate the water trip on Lake Champlain. In 1875, the arrival of the first through train to Montreal was celebrated with appropriate ceremonies.

By far the most spectacular addition in the way of steam roads was the Quebec, Montreal & Southern Railway Company north of the border. This line had a rather chequered past, having been the result of several mergers between small weak lines in the eastern townships of Quebec.

The road formed a sort of wishbone shape on the map, with one leg extending from St. Lambert (just across the Victoria Bridge from Montreal) down along the south shore of the St. Lawrence River to Sorel. By the turn of the century, trains were running from St. Lambert to Pierreville at the St. Francis River, a distance of 62 miles. The other leg of the wishbone came about by the United Counties Railway (1883) and the East Richelieu Valley Railway (1890).

In 1900, the Quebec Southern Railway was formed by agents representing the D&H. The QS absorbed the East Richelieu Valley, which the D&H had already purchased on May 30, and the United Counties. The new 82.8-mile railway ran from Noyan Junction to St. Robert with trackage rights into Sorel from the latter point over the South Shore Railway.

The Delaware and Hudson acquired its second Canadian subsidiary in 1907 when it purchased the Napierville Junction Railway Company. The NJR had been incorporated under Quebec law in 1888 and was empowered to build from St. Remi in Napierville County to Saint Cyprien, as well as a line to St. John's.

With the addition of the NJ, the "bridge line" carrier gained direct access both to the QM&S and Montreal. In 1917, federal legislation approved the use of CPR's line from Delson Junction to Montreal and the facilities at Windsor Station.

About 1938, the Delaware and Hudson Railway found itself faced with a new era, one with a declining market for coal, the ubiquitous private automobile, more diversified freight traffic needs and, finally, speed. In meeting these challenges in an increasingly competitive transportation marketplace, the D&H divested itself of its traction lines, its steamboats and its hotels, and abandoned some branch lines.

On April 1, 1976, D&H took a significant step into the future. Under the Regional Railroad Reorganization Act of 1973, D&H was designated as one of the solvent railroads to extend its operations over the former properties of Penn Central, Erie Lackawanna, Lehigh Valley, and Reading. D&H's former gateways at Binghamton, New York and Wilkes-Barre, Pennsylvania were extended to Buffalo, New York on the West, to Philadelphia and Washington, D.C., South. D&H also extended its operation into Oak Island (Newark), New Jersey and into Harrisburg, Pennsylvania.

Delaware and Hudson Railway

The Bridge Carrier

Delaware and Hudson Railway Company has a long history that for many decades was tied to the transportation of coal. Today, the Railroad is primarily an "overhead" carrier, moving traffic originated or terminated by other railroads.

At the end of 1982 Delaware and Hudson had about 1450 employees. The Railroad owned 134 locomotives and 4700 freight cars.

Delaware and Hudson operates about 1700 miles, mostly in New York and Pennsylvania, but with lines also in New Jersey, Maryland, Virginia, Vermont and the Province of Quebec (Napierville Junction). Of this operation, about half the mileage is over the trackage of other railroads including portions of the former properties of Penn Central, Erie Lackawanna, Lehigh Valley and Reading.

Major gateways for the Delaware and Hudson are at Mechanicville, New York with the Boston and Maine; at Albany with ConRail; at Buffalo with ConRail, the Norfolk and Western and the Chessie System; at Harrisburg and Allentown, Pennsylvania with Conrail; at Washington, D.C. with Southern and the Chessie System; and at Montreal with the Canadian railroads. The Railroad also operates into Philadelphia, Pennsylvania, Newark, New Jersey and Harrisburg, Pennsylvania.

The major east-west line of the Railroad was historically from Albany, New York to Binghamton, New York, but this line was nearly doubled west in 1976 with trackage rights to Buffalo. The north-south route of the Delaware and Hudson had for decades been from Montreal, Canada to Scranton, Pennsylvania. The route was extended south by trackage rights into Washington, D.C. in 1976, as well as providing extension into Newark and Philadelphia.

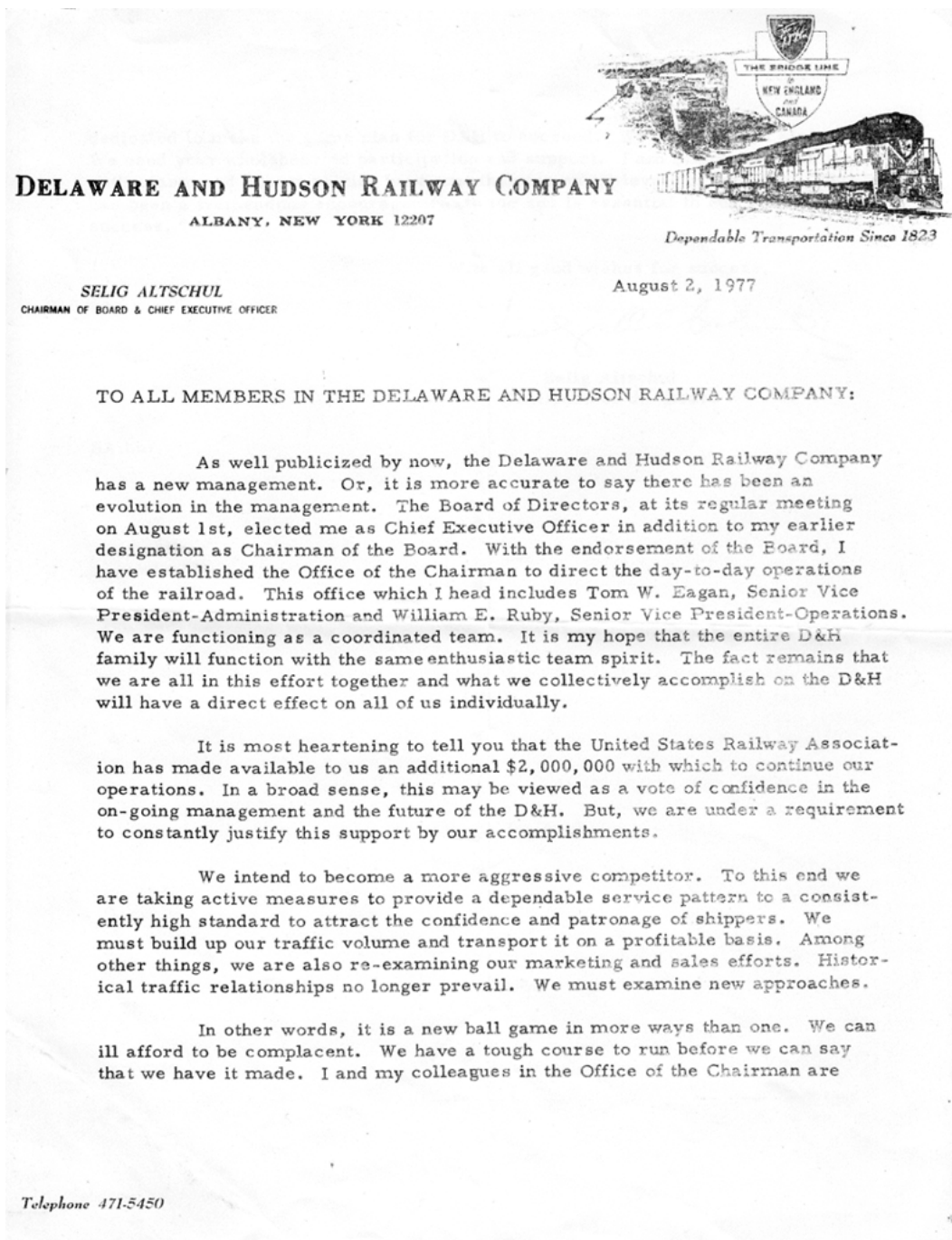
As primarily an overhead railroad, Delaware and Hudson customers are mostly off the property. The Railroad does have several commodities that are originated in substantial volume on the Railroad including paper products from several paper mills, salt, steel, cement and petroleum.

Delaware and Hudson had a solid history of profitability until the implementation of the 3R Act of 1973 and the 4R Act of 1976. On April 1, 1976, the Railroad nearly doubled its operations with the granting by Congress of substantial trackage rights over other railroads. The Railroad has struggled financially since that time but has held on and continued operations serving customers in the United States and Canada in spite of difficult times.

Since evolving from its very early beginning as a canal company in 1823, Delaware and Hudson has responded to the public need for competitive rail transportation in the northeast. Delaware and Hudson begins a new era with the same spirit and vitality that generated its beginning 160 years ago as part of the foundation of transportation in North America.

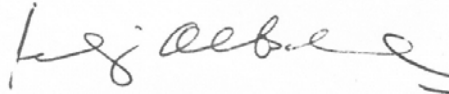


38. **Addition for Volume XII:** On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials is a copy of a letter dated August 2 1977, from Selig Altschul "To All Members in the Delaware and Hudson Railway Company":



dedicated to make the game plan for D&H to succeed. We can not do it alone. We need your wholehearted participation and support. I am impressed with the enthusiasm and upbeat spirit I have met thus far on all levels of the D&H. This has been a tremendous encouragement to me and is essential to our collective success.

With all good wishes for success,



Selig Altschul
Chairman of the Board

SA:bm

39. **Addition for Volume XXIII:** On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials is a copy of the Delaware and Hudson Railway Company 160th Anniversary, 1823-1983, "Souvenir & Memorabilia Price List". Here is that item:



40. Addition for Volume XII: On June 29, 2018, Fred Swingle, Jr. (son of Fred Swingle, who worked for the D&H), 29 Highland Avenue, Carbondale, donated a large collection of D&H materials to the Carbondale D&H Transportation Museum. Among those materials are the following time tables “For the Government of Employees Only”:

The Delaware and Hudson Railroad Corporation, Time Table No. 49, Effective Sunday, October 27, 1963 at 12:01 A.M.

The Delaware and Hudson Railroad Corporation, Time Table No. 53, Effective Sunday, October 29, 1967 at 12:01 A.M.

Delaware and Hudson Railway Company, Time Table No. 1, Effective 2:01 A.M., E. S. T., Sunday, October 26, 1969

Delaware and Hudson Railway Company, Time Table No. 2, Effective 0201 HRS. E. S. T., Sunday, October 31, 1971

Delaware and Hudson Railway Company, Time Table No. 3, Effective 0201 HRS. E. S. T., Sunday, April 29, 1973

Delaware and Hudson Railway Company, Time Table No. 4, Effective 0201 HRS. E. S.T., Sunday, October 27, 1974

Delaware and Hudson Railway Company, Time Table No. 5, Effective 0201 HRS. E.S.T., Sunday, April 30, 1978

Delaware and Hudson Railway Company, Time Table No. 6, Effective 0201 HRS, E.S.T., Sunday, April 27, 1980.

Given on page 2 of *The Delaware and Hudson Railroad Corporation, Time Table No. 49, Effective Sunday, October 27, 1963 at 12:01 A.M.* is a list of the *Corporation Surgeons of The Delaware and Hudson Railroad Corporation*. Here is that list:

CORPORATION SURGEONS**Chief Surgeon**

DR WILLIAM H. DE ROUVILLE, 216 Lancaster Street, Albany, N. Y.

Pennsylvania Subdivision

	LOCATION	OFFICE	RESIDENCE	TELEPHONE No.
DR. JOHN F. CAVAN,	Wilkes-Barre and Plymouth District.	Wilkes-Barre, Pa.	30 Wyoming St.	VA 2-6341
DR. L. C. DRUFFNER,	Parsons to South Scranton, inclusive.	Avoca, Pa.	618 Main St.	GL 7-2191
DR. ALEXANDER SHELLMAN,	Scranton to Mayfield, inclusive.	Blakely, Pa.	513 West Lackawanna Ave.	HU 9-0731
DR. M. B. FINNERAN,	Carbondale, Pa.	28 River St.	101 Lincoln Ave.	Office: 282-1100 Residence: 282-4861 282-1642
DR. H. L. CASEY,	Carbondale to south of Ararat, inclusive.	Carbondale, Pa.	58 Spring St.	
DR. JOHN P. ZAVOY,	Ararat to State Line, inclusive.	Susquehanna, Pa.	Post Office Bldg.	Office: UL 3-3912

Susquehanna Subdivision

DR. J. S. GRIFFIN,	Binghamton, N. Y.	151 Front St.		} Office: RA 4-3237
DR. H. P. GRIFFIN,	Binghamton, N. Y.	151 Front St.		
DR. CHARLES L. POPE,	Binghamton, N. Y.	151 Front St.		
DR. A. H. FOTOUHI,	Binghamton, N. Y.	151 Front St.		
DR. A. F. CARSON,	Oneonta, N. Y.	28 Watkins Ave.	28 Watkins Ave.	Office: GE 2-2110
DR. T. G. WATSON,	Oneonta, N. Y.	400 Main St.		Office: 432-1252
DR. ROY G. S. DOUGALL,	Nineveh to Worcester, inclusive, and Worcester to Altamont.	Cooperstown branch. Cobleskill, N. Y.	18 Grand St.	Office: 234-3501
DR. STUART F. MACMILLAN,	Schenectady, N. Y.	613 State St.		Franklin 4-8241
DR. DANIEL J. ROURKE,	Schenectady, N. Y.	1328 Union St.		EX 3-9507
DR. B. F. MASTRIANI,	Mechanicville, N. Y.	505 Park Ave.	176 So. Main St.	MO 4-4711
DR. WARD F. TIBBITTS,	Mechanicville and west of Mechanicville to and including Coons. Albany, N. Y.	149 Washington Ave.		Office: HO 3-4913
DR. WILLIAM H. DE ROUVILLE,	Albany, N. Y.	216 Lancaster St. Room 1, D. & H. Building, Plaza	22 Buckingham Dr.	Office: HE 4-9959 D & H Office: HO 3-1141; Ext. 255 Residence: IV 2-1346

Saratoga Subdivision

DR. WILLIAM H. DE ROUVILLE,	Albany, N. Y.	216 Lancaster St. Room 1, D. & H. Building, Plaza	22 Buckingham Dr.	Office: HE 4-9959 D & H Office: HO 3-1141; Ext. 255 Residence: IV 2-1346
DR. WARD F. TIBBITTS,	Albany, N. Y.	149 Washington Ave.		Office: HO 3-4913
DR. ZONI SHEREMETA,	Colonie to Kenwood, inclusive.			AR 3-2255
DR. CLARENCE R. BECKER,	Colonie to Albany, inclusive.			
DR. AUSTIN J. CORBETT,	Troy, N. Y.	2414 15th St.	2414 15th St.	Ashley 2-2412
DR. B. F. MASTRIANI,	South of Mechanicville to Watervliet inclusive, including Troy and Green Island.	Troy, N. Y.	36 First St.	Ashley 4-6832
DR. MALCOLM J. MAGOVERN,	Mechanicville, N. Y.	505 Park Ave.	176 So. Main St.	MO 4-4711
DR. WM. F. LEE,	South of Ballston to and including Mechanicville, and GV Cabin.	505 Broadway		Office: 830
DR. WM. H. MOORE,	Saratoga Springs, N. Y.	505 Broadway	166 Church St.	Residence: 2777
DR. ROBT. E. ROCKWELL,	Saratoga Springs, N. Y.	505 Broadway		577 and 2053
DR. J. W. STEVENS,	North Creek and Ballston, inclusive.	505 Broadway		577 and 2053
DR. LEROY J. BUTLER,	North Creek, N. Y.			2911
DR. LESLIE A. WHITE,	North Creek and vicinity.			
DR. CHARLES H. COLE,	Glens Falls, N. Y.	17 Pine St.	25 Horican Ave.	Office: 2-4728 Residence: 2-2723
DR. LESLIE A. WHITE,	South of Comstock and north of Saratoga Springs including Fort Edward District.		98 Broadway	260
DR. CHARLES H. COLE,	Whitehall, N. Y.			677-3484

Champlain Subdivision

DR. LESLIE A. WHITE,	Whitehall, N. Y.		98 Broadway	260
DR. J. P. J. CUMMINS,	Whitehall to Dresden, inclusive.			
DR. JAMES GLAVIN,	Ticonderoga, N. Y.		146 Montcalm St.	JU 5-4149
DR. ARTHUR B. DE GRANDPRE,	North of Dresden to Westport, inclusive; Ticonderoga branch.			
DR. P. SHERIDAN KEYSOR,	Port Henry, N. Y.	58 So. Main St.		LH 6-7111
DR. GEORGE W. CLARK,	Port Henry and vicinity.			
DR. LESLIE A. WHITE,	Plattsburg, N. Y.		102 Court St.	JO 1-1610
DR. GEORGE W. CLARK,	North of Westport to south of Chazy; Ausable Branch and Chateaugay branch.			
DR. P. SHERIDAN KEYSOR,	Standish, N. Y.			Pershing 5-4440
DR. GEORGE W. CLARK,	Lyon Mountain and vicinity.			
DR. GEORGE W. CLARK,	Chazy, N. Y.			GR 8-9861
DR. GEORGE W. CLARK,	Rouses Point to Chazy, inclusive.			

41. **Addition for Volume XV:** The article by S. Robert Powell given below was published in the May 2018 issue (p. 7) of the *Bridge Line Historical Society Bulletin*:

The Four D&H Car-Building Contests

By S. Robert Powell, Ph.D.

The D&H sponsored four car-building contests in the 1920s, each at a different D&H shop.

The first contest took place on October 31, 1923, at the Colonie Car Shops. The problem of the contest was “Dismantling and rebuilding superstructure, (excepting metal frame), draft gear, brake rigging and trucks of a Twin Hopper Coal Car (Composite Construction) 85,000 pounds capacity.” Three 6-man teams competed. The Carbondale team won, with a total number of man hours of 46 hours and 54 minutes. The Green Island team placed second, with a time of 48 hours and 30 minutes. The Oneonta team was third, with a time of 50 hours and 36 minutes.

The second contest took place at the Oneonta Car Shops on May 8, 1924. The problem of the contest was “Rebuilding superstructure, trucks and draft gear of a Steel-underframe Box Car, 60,000 capacity.” Three 8-man teams competed, with the Oneonta team winning the competition with a total of 52 man hours; Colonie placed second with a time of 54 hours and 16 minutes; Carbondale placed third with a time of 58 hours and 40 minutes.

The third car-building contest took place on May 21, 1925 at the Carbondale Car Shops. The problem of the contest was “Rebuilding underframe, superstructure and trucks of a Steel Center Sill, Twin Hopper Coal Car, 85,000 pounds capacity.” Two 8-man teams from three shops competed: Oneonta, Colonie, and Carbondale, with one team from each location working on the steel work, and the other on the wood work.

C. E. Peiffer, master car builder for the Buffalo Rochester and Pittsburgh; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western were the judges.

The results of this competition were announced by George W. Ditmore, D&H master car builder, as follows: The Oneonta teams won with a time of 42 hours and 40 minutes total man hours (16 hours and 40 minutes, steel work; 26 hours, wood work). The teams from Colonie placed second, with a time of 43 hours and 44 minutes (15 hours and 8 minutes, steel work; 28 hours and 36 minutes, wood work). The teams from Carbondale placed third, with a time of 45 hours and 52 minutes (22 hours and 40 minutes, steel work; 23 hours and 12 minutes, wood work).

Colonel J. T. Loree, D&H vice-president and general manager who, with his staff, watched the contest throughout, spoke at the conclusion of the contest of the educational benefits of such competitions and commended the men on the splendid accomplishment that they had wrought in such a short space of time.

The car that was rebuilt by the Oneonta team in this 1925 competition, No. 40265, the winning car in this competition, was immediately put into service by the D&H. At 4 P.M. that same day, May 21, 1925, the car was moved across the Carbondale D&H yard from the scene of the contest to the Coalbrook breaker, and 45 minutes later the loaded car was en route for Wakefield, MA, via the Boston and Maine, in Extra 119 north.

The fourth car-building contest took place on May 18, 1926, at the Green Island Car Shops. The problem of the contest was "Rebuilding superstructure, underframe and trucks of Steel Underframe Gondola Coal Car, 85,000 pounds capacity." Two eight-man teams, from three locations, competed. The winning team was the Colonie and Green Island team, with total man hours of 46 hours and 29 ½ minutes (29 hours and 25 ½ minutes for steel work; 17 hours and 4 minutes for wood work). The Oneonta teams placed second, with a total man hours of 48 hours and 48 minutes (31 hours and 51 minutes for steel work; 16 hours and 57 minutes for wood work). The Carbondale teams placed third, with total man hours of 52 hours and 36 minutes (32 hours and 21 minutes for steel work; 20 hours and 15 minutes for wood work).

At the conclusion of each of these four competitions, the D&H awarded the Birkett Cup, a silver memorial to the first Car Foreman employed by the D&H, to the winning team. In addition, each of the members of the winning team in these four competitions was presented with a \$20 gold piece by the D&H, while the members of the second-place teams were each presented with a \$10 gold piece.

All of these car-building competitions were popular events that were well attended by D&H railroad men and many others. The third contest, held at the Carbondale Car Shops on May 21, 1925, for example, was attended by nearly a thousand spectators--officials of connecting railroads and others extending to the north, south, and into the far west (23 railroads in all), representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, D&H officials and supervisory officers, in addition to a large number of railroad families and friends in Carbondale.

Each guest, on arriving at Shop 26, was given an artificial flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end.

When those visitors arrived at the Carbondale Yard, they were greeted by a large sign, artistically done in colors, that was created under the direction of Maurice Blocksidge, foreman painter in the Motive Power department at Carbondale. The text on the sign read as follows: "Humanity Demands SAFETY / Safety Insures SUCCESS / Car Department / The D&H"

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42. **Addition for Volume XV:** The article given below by S. Robert Powell was published in the June 2018 issue (pp. 8-10) of the *Bridge Line Historical Society Bulletin*:

The Four Carbondale D&H Roundhouses

By S. Robert Powell, Ph.D.

Over the years, there were four D&H roundhouses in the D&H yard at Carbondale.

1871-1872 Roundhouse:

In August 1871, Superintendent Rollin Manville announced that “a very substantial brick Round House” was to be erected by the Company “on the Flats” in Carbondale by Messrs. Johnson & Cooper, contractors. An 8-stall roundhouse was, accordingly, erected in 1871. It contained a 50-foot cast iron table, equally divided into 2 spans, and its installment occupied the time of the Bridge and Building force for 2 or 3 days. The table was slid into its pit on skids and then jacked into place.

In the following year, 1872, 16 additional stalls were added, bringing the total number of stalls to 24. This roundhouse is shown on the 1873 *D. G. Beers Luzerne County/Carbondale map*. In 1874, Jacob Eitel was appointed foreman of this 1871-1872 roundhouse.

At the time when the D&H built the 1871-1872 roundhouse, the Erie also built a roundhouse in the D&H Carbondale yard. The Erie roundhouse was described as “a frame shed that sheltered a half-dozen Erie pushers and pullers.” It burned in about 1885 and a brick one, with 8 stalls, was built in 1889 on the same site. George M. Norris was general foreman at the Erie car shops and roundhouse in Carbondale in 1875

In 1876, a locomotive shop was built near this 1871-1872 D&H roundhouse. It was in this locomotive shop, that the first electric lights to glow in the city of Carbondale were located. Prior to their installation, night work on the engines had to be done in the feeble light of oil lamps. At the time, arc lamps were in the experimental stage of their development. A dynamo and six arc lights were purchased and placed in the locomotive shop. When they were first turned on the men blew out all the oil lamps and were gratified to find that the electric lights produced many times more illumination than the oil lamps. For some time thereafter crowds gathered around the roundhouse each evening to watch the lights come on and to witness this ‘modern miracle.’

1884 Roundhouse:

In 1884 a second roundhouse was built in the Carbondale yard. The turntable pit was 56 feet in diameter. There were 16 stalls in this roundhouse, which was south of the 1871-1872 roundhouse. This 1884 roundhouse and the 1890s roundhouse are both shown on the 1909 *Map of the City of Carbondale Lackawanna County, Pennsylvania, 1909, From Actual Surveys By and Under the Direction of George William Tappan*, Scranton, PA, October 18, 1909. The 1884 roundhouse was north of the 1890s roundhouse.

1890s Roundhouse:

In the 1890s a new roundhouse was built south of the 1884 roundhouse. In this 1890s roundhouse, on October 9, 1899, George Seidler, a hostler recently employed by the company, and unused to handling locomotives, in an attempt to move engine No. 13, lost his head when the machine responded to the throttle lever and jumped, allowing it to turn into the turntable pit, where it landed, tender and all, on its side. Most of the work of getting engine No. 13 and its tender out of the pit was under the personal supervision of master mechanic W. R. Johnson. It was also in this 1890s roundhouse that Fireman John Kelly was accidentally killed in June 1891 as he was coupling cars there.

1910-1911 Roundhouse (with 90-foot cone-roller center turntable):

This roundhouse was built on the site formerly occupied by the 1884 roundhouse. When completed in 1911, this roundhouse had 41 stalls and a 90-foot cone-roller center turntable, made by the American Bridge Company, which was powered by a Nichols electric tractor. The turntable was mounted on a reinforced concrete foundation sunk to hardpan, and the pit was walled and paved with concrete.

The building contained 140,000 square feet. The inner circle had a diameter of 199 ft. 8 1/4 in., the outer diameter being 407 ft. 11 3/4 in., giving a stall depth of 104 ft. 1 1/2 in., adequate for the largest locomotives in the service of the company at the time, or contemplated for the Pennsylvania division.

This roundhouse was designed to house the D&H Mallet locomotives, which were employed not only to bring into Carbondale shipments from the lower portions of the division, but also in pusher service on the Jefferson Branch between Carbondale and Jefferson Junction. (Engine note: L. F. Loree ordered 6 Mallet compounds from ALCo in 1909, to replace the early Consolidations in the pusher pool; seven more Mallets were added to the fleet in 1911-1912.)

The foundation and substructure of this roundhouse were of concrete, the concrete extending to the top of the water table at a height of four and one-half feet above the elevation of the finished floor. The superstructure was of brick with steel columns and roof girders, provision having been made in the plans for a concrete protection encasing the steel work. The roof, supported on the steel structure by heavy wooden purlins, was constructed of two-inch matched spruce sheathing over which was placed a five-ply slag covering.

A commendable feature of the design was the generous provision made for natural light, a very large percentage of the wall space being made of windows, each stall having approximately four hundred square feet of window area in the outer wall in addition to the windows and louvred openings in the clerestory. The wall space under the large windows was taken up with a reinforced concrete slab carried upon projections from the piers supporting the brickwork, in

such a manner that both this slab and the window series above it were practically independent of the roof supporting structure, eliminating, as far as possible, danger of damage to the general structure should an engine run beyond the pits into the outer wall.

Three drop pits were provided, two for pony trucks, and one for the drivers, while directly to the rear of these drop lean to for machine tools which was 20 ft. deep and extended along the width of five stalls. This lean-to had a standard shop floor, but the roundhouse proper was floored with vitrified paving block laid on a 5-in. concrete base with 2-inch sand cushion. This floor was laid with proper slopes towards catch basins, of which there were three in each stall, these in turn communicated by vitrified tile drains to the main drainage conduit and thence to the main trunk sewer leading to the river. This conduit was reinforced concrete, and received also the roof drainage, this being carried in cast iron conductors to the floor line, and in tile lines below the floor. The brick floors were arched slightly between the rails of the tracks to the pits, but laid level between the rails of the 24-inch track, which, to facilitate repairs, followed the entire circumference of the outer circle between the end of the pits and the outer wall.

The cast iron smoke jacks used were made by Paul Dickinson, Incorporated, Chicago. The building was heated by a direct system with coils along the pits and walls, the mains being carried in the concrete conduit around the inner ends of the engine pits. The boiler washing system was installed by the National Boiler Washing Company, of Chicago, the mains of this system, together with the air pipes, being carried on supports suspended from the steel roof girders, with drops at every other column.

Attached to the roundhouse was a rest house and locker room for the engineers and trainmen, and the upper stories of this same building served as offices for the master mechanic and his supervising force. This building had concrete and brick walls closely following the lines of the roundhouse design, and was completely equipped for the convenience and comfort of the employees while at the same time providing for the expeditious handling of the business of the department.

The oil house provided was a two-story reinforced concrete structure with brick exterior walls above the second floor, but with concrete floors and roof, all windows being protected by heavy wrought iron shutters and the doors all tin-lined. The building was surrounded by a platform on two sides and contained a very complete system for oil distribution furnished by Gilbert & Barker. Near the roundhouse was located the new power plant, which was housed in a concrete and brick structure approximately 66 x 90 feet in size, with roof of construction similar to the roundhouse, supported on steel girders. The boiler room contained 800 H. P. of Babcock and Wilson boilers, with foundation space provided for double this capacity in the building, while for future needs, ground space was reserved for the extension of the entire building to the north. The boilers were served by a reinforced concrete chimney built by the General Concrete Construction Co. The engine room adjoining the boiler room contained the air compressor and blower

equipment, with an ample capacity traveling crane; while in the pump room below was installed the general pumping equipment and the tanks and equipment incident to the boiler washing system. All the floors in the power plant were of concrete or reinforced concrete.

Fuel for the boilers was delivered to the bunkers at the powerhouse by gravity from hopper cars spotted on the trestle over the bunkers, and the ashes were handled by special equipment from the tunnel below the fireboxes to empty cars on this same elevated track. For coaling engines the new coaling tipple of large capacity was constructed of wood on concrete foundations, the light grade of the long trestle approach to the bins greatly facilitating the ease of placing cars over the bins. Special measuring pockets were used for the coal. Sand storage bins with drying house were reached by this same elevated track. The water supply and fire protection were afforded by the city system.

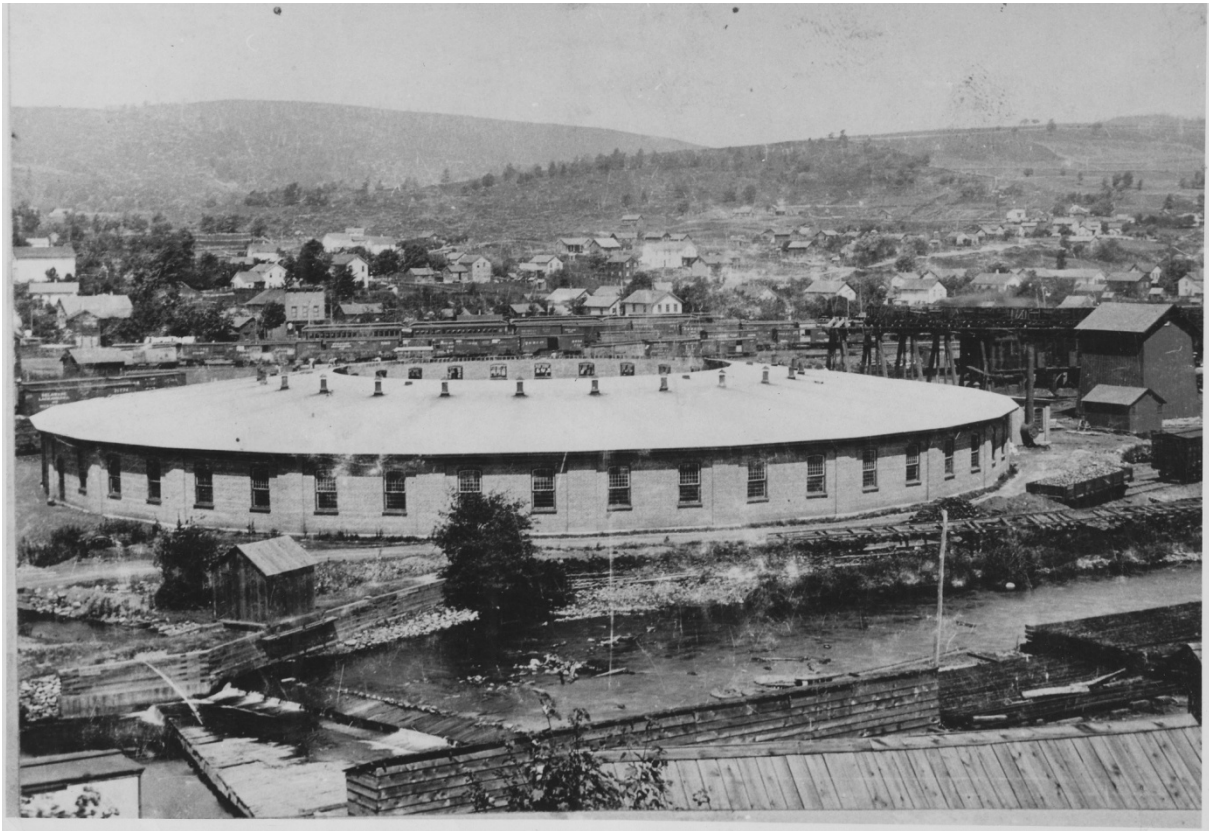
The work was done by G. E. Scott, of Pittsburgh, Pa., under the supervision of V. Z. Caracristi, consulting engineer for the Delaware & Hudson Company (who also supervised the building of the Colonie Shops).

1910-1911 Roundhouse (with 105-foot, three- point, twin- span turntable installed in 1926):

A new 105-foot, three-point, twin- span turntable was installed in the 1910-1911 Carbondale roundhouse on March 22, 1926, to replace a 90-foot center-balanced turntable. The old turntable was removed and the new one installed and placed in operation in four hours, four and one-half minutes, with the engine house out of service only five hours. (At Oneonta, on January 7, 1924, a new 105-foot, three-point, twin-span turntable was installed and put in operation, replacing a 75-foot center-balanced turntable there, in seven hours and 38 minutes, with the Motive Power department being deprived the use of the engine house only ten hours and 30 minutes.)

These two 105-foot turntables (Oneonta and Carbondale), as is well known, were too short to turn the Challengers. If a Challenger had to enter the roundhouse, the turntable was used as a bridge just to gain access to a roundhouse stall. To turn a Challenger at Carbondale, Oneonta, or Colonie, a wye track was used.

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D&H 1890s Carbondale Roundhouse. A print of this photograph is in the collection of the Carbondale D&H Transportation Museum.



Shown here is D&H No. 1612, at 10:55 A. M. on March 22, 1926, on the 105-foot, three-point, twin- span turntable installed in the 1910-1911 Carbondale D&H Roundhouse that day. This was the first engine on the new turntable that was installed in this roundhouse in four hours, four and one-half minutes that day. Photo in the archives of the Carbondale D&H Transportation Museum.

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43. **Addition for Volume XV:** The article given below by S. Robert Powell was published in the September 2018 issue of the *Bridge Line Historical Society Bulletin*, pp.12-13, 15:

D&H Challenger No. 1502 on the Carbondale Turntable

By S. Robert Powell, Ph.D.

What's going on here? That's D&H Challenger No. 1502 in the photo shown here, to be sure, and it's in the Carbondale D&H Roundhouse on the 105-foot long turntable that was installed therein in 1926. It's where? Can't be. The Challengers, as is well known, were too long to be turned on the turntables at Oneonta, Colonie, and Carbondale. What's this photograph all about? Why is No. 1502 on the turntable in the D&H Carbondale roundhouse? It's an interesting story.

No. 1502 is one of the 20 Challengers that the D&H purchased in 1940, at a cost of \$178,900 per engine, from the American Locomotive Company. Written on the back of this photograph of No. 1502 in the holdings of the Carbondale D&H Transportation Museum is the following: "July 1940 Loco 1502". So what's going on in this photograph?

No. 1502 was one of the first (possibly the first) Challengers to be delivered to Carbondale in July 1940. At that time, the decision was made to move No. 1502 into the Carbondale Roundhouse and turn it around.

It was moved, accordingly, into the roundhouse and onto the turntable. As the turning process was underway, the pilot truck of the engine, so it appears in this photograph, collided with the wall of the turntable pit, which is what the 50 or more spectators and D&H employees are looking at in this photograph. Who's got a camera? Call the newspaper. Let's get a picture of this, for the record.

So, what we're looking at in this photograph is the moment when it was learned, definitively, that No. 1502--and by extension all Challengers--were too long to be turned on the turntable at Carbondale (or at Colonie or at Oneonta). Lesson learned: To turn at Challenger at Carbondale, Oneonta, or Colonie, as is well known, a wye track had to be used.

The photograph shown here was published in the *Scranton Tribune*, in July 1940, with the following caption: "The pride of the Delaware and Hudson Railroad. Engine 1502, made its first trip on the Pennsylvania Division yesterday [either on the 19th or the 20th] with officials aboard. The length of the super locomotive can be judged from the above photograph, snapped at the Carbondale roundhouse yesterday afternoon. The mammoth turntable is barely able to accommodate the engine. A trip from Carbondale to Green Ridge was made yesterday. *Tribune* Photo--William J. Nally."

Forty D&H Challengers:

The D&H owned 40 Challengers (4-6-6-4: four wheels in the pilot truck, two sets of six driving wheels, four trailing wheels), which were designated Class J by the D&H and numbered 1500-1539. They were all made by the American Locomotive Company, and were used by the D&H for high speed freight service.

Nos. 1500-1519 were purchased in 1940 at a cost of \$178,900 per engine; weight 597,000 pounds. They had four 20.5" x 32" cylinders, drivers 69" in diameter, a boiler pressure of 285 psi, and exerted 94,400 pounds of tractive effort.

Nos. 1520-1534 were purchased in 1943 at a cost of \$213,500 per engine; weight 600,000 pounds.

Nos. 1535-1538 were purchased in 1945 at a cost of \$225,000 per engine; weight 604,500 pounds.

No. 1539, the only D&H Challenger that was equipped with an all-welded boiler, was purchased in 1946 at a cost of \$225,000; weight of engine, 599,500 pounds.

Some Facts about the Challengers:

Engine and tender length, 116 feet, 2 inches (engine 74 feet, 10 ½ inches; tender length, 41 feet, 3 ½ inches; engine height, about 17 feet).

Locomotive and tender weight: 1500-1519, 987,000 pounds; 1520-1534, 990,000 pounds; 1535-1538, 994,500 pounds; 1539, 989,500 pounds.

Tender type: 12 wheeled; tender weight, 390,000 pounds; tender capacity (water, 22,500 gallons; coal, 26 tons); grate area, 108 square feet; boiler pressure, 285 psi. A Challenger burned a full load of coal on a round trip between Carbondale and Oneonta.

Scrapping the Challengers:

All 40 of the D&H Challengers were scrapped in 1952 and 1953. On October 26, 1953, the last Challenger on the D&H, No. 1524, as well as one of the last Ks (4-8-4; used by the D&H in passenger service), No. 312, both "dead" (boilers cold and driving rods removed), left the Carbondale yard around 10 A.M. and were switched into a southbound freight, and then transferred to the Lehigh Valley for shipment to the Bethlehem Steel Co., to be cut up as scrap metal.

Three photographs, all in the holdings of the Carbondale D&H Transportation Museum, are known to exist of the departure of No. 1524 from Carbondale on October 26, 1953:

1. Newspaper clipping from the *Carbondale News* of March 7, 1974, showing a *Nostalgia* photo taken on October 26, 1953, of thirteen men standing beside No. 1524 before its final trip out of Carbondale. This photo is given in Volume XVI, p. 436, of the author's D&H series. The 13 men standing beside No. 1524 are: Gus Wickel, engineer; James Murphy, brakeman; John Shea, brakeman; John Hummiston, fireman; Charles Gauer, conductor; Micky McCann, yard heel man; M. J. Snee, conductor; Jonathan Merrigan, retired engineer; Robert Girram, retired engineer; George Bursanvitch, fireman; M. H. McDonough, superintendent; Thomas Murphy, master mechanic; and Ezra Swartz, chief dispatcher.

2. A black and white photograph of No. 1524, prior to its departure from the Carbondale yard on October 26, 1953, to be scrapped, was also taken by the Carbondale photographer Cramer. In this photo, which is shown here and which is given in Volume XV, p. 158 of the author's D&H series, there are eleven men standing beside No. 1524. They are, from left: M. J. McDonough, Pennsylvania Division Superintendent; Edward Foley, general yardmaster; K. F. Spiegel, director of car service; Robert Rhodes, yardmaster; Thomas Murphy, yardmaster; Arnold Quinney, assistant trainmaster; Stanley Farrell, road foreman of engines; John Gilmartin, assistant foreman of engines; Ezra Swartz, chief dispatcher; John Mannion, assistant trainmaster, and Frederick Mitchel, yardmaster.

3. Newspaper clipping from the *Carbondale News* of October 26, 1953 of a photo by M. Schella showing the imminent departure from Carbondale of No. 1524, with seven men standing beside the engine. They are: Ezra Swartz, M. J. McDonough, K. F. Spiegel, Thomas M. Murphy, Stanley Farrell, Jack Gilmartin, and John Mannion.

When the D&H received the first of its original order of 20 Challengers in 1940 it put out a folder announcing that it was 'setting the pace with faster, more efficient freight service.' That was no idle promise, for the Challengers pulled bigger trains faster than any power the road previously had owned. Railroad men--and many others--regard the Challengers as among the greatest steam engines ever built.

Great service was rendered to the road by the Challengers in the World War II period. It is reported that a single Challenger once started, unaided, a train of 10,000 tons of bauxite ore at Sidney. Speed records are not available but there are railroad men who affirm that a Challenger could do 70 mph with a full train.

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D&H Challenger No. 1502 on the turntable in the Carbondale D&H yard, July 1940. Photo in the collection of the Carbondale D&H Transportation Museum.



D&H No 1524 and eleven dignitaries, Carbondale, PA, October 26, 1953. Photo by Cramer in the collection of the Carbondale D&H Transportation Museum.

Challenger note: In the October 2018 *Bridge Line Historical Society Bulletin*, Charlie Kana (*Bridge Line Memories: "The engines and the advent of the diesels"*, pp. 15-16) notes: "I once saw a Challenger in Whitehall, much to my surprise. These long engines usually could not go north of Whitehall because they could not negotiate the sharp turns through the rock cuts along Lake Champlain. The Challenger could not be turned in the local roundhouse, so it had to use the 'Y' that was part of the tracks leading to the Rutland Division."

44. **Article for Volume VII:** The article given below by S. Robert Powell was submitted to the Bridge Line Historical Society for publication on July 2, 2018. The article and the two photos were published in the October 2018 *BLHS Bulletin* on pp. 12-13.

Photos of the 1925 D&H Car-Building Contest

By S. Robert Powell, Ph.D.

As I was organizing some photographs in the archives of the Carbondale Historical Society recently, I came across an envelope on which is written "D&H Officials, 2 photos." As soon as I removed the two photographs from the envelope, I was quite sure that I had in my hands two photographs that were taken at a D&H car-building contest.

Yes, but which contest? I recalled that the problem of the 1925 car-building contest in Carbondale was "Rebuilding underframe, superstructure and trucks of a Steel Center Sill Twin Hopper Coal Car, 85,000 pounds capacity." And that sure looks like a steel center sill twin hopper coal car in these photos. And that very impressive trophy on the ground in front of a twin-hopper coal car in a railroad yard, that must be the Birkett Cup.

Sure enough, some additional research made it very clear to me that I had in my hand two photographs that were taken at the third D&H car-building contest that took place on May 21, 1925 at the Carbondale Car Shops.

Both photographs are 9 ¼" x 7 ¼" and they were taken by a professional photographer. In the lower right hand corner of each is a number, "5434" on the one, and "5443" on the other. Both photographs were taken, it is my contention, by a photographer who was hired by the D&H to document the 1925 car-building contest.

On the reverse of "5434" are very faint, but readable, pencil notes as to the identity of the three men shown in the photograph. They are (left to right): Colonel J. L. Loree, Vice-President and General Manager of the D&H; G. W. Ditmore, Master Car Builder of the D&H; and Hemingway, Division Car Foreman, who is holding the Birkett Cup that was won by the car-building team from the Oneonta Car Shops at this 1925 competition at Carbondale.

On the reverse of "5443" there are also very faint pencil notations as to the identity of the persons shown in the photograph. The two men on the left are not identified, but, given the fact that Colonel Loree, together with members of his staff, attended this competition, it is my contention that the two impeccably dressed gentlemen on the left in this photograph are members of Colonel Loree's staff who traveled with him to Carbondale to watch this competition. Third from the left is Raymond C. Schuster, Carbondale Yard foreman; on the far right is Hemingway, Division Car Foreman. On display, in the middle of the photograph is the silver Birkett Cup, a memorial to the first D&H car foreman.

I can't help but wonder if the Birkett Cup still exists. If it does, I hope its present owner will take good care of it and that it will one day become a component of a publicly accessible D&H collection.

The discovery of these two wonderful photographs, "right here under my nose," so to speak, is a great lesson for those of us who value documents and artifacts from the past, and who have substantial collections of such documents and artifacts. Whoever it was, many years ago, who wrote "D&H Officials, 2 photos" on this envelope in which these two rare photographs have been stored for many years, I'm very glad that they did so. All of us, who think that we know what we have in our collections, should, every once in a while, go through our collections, item by item. You never know what "undiscovered" (or possibly mis-named) treasures you might find there.

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Photo 5434



Photo 5443

45. **Addition for Volume I:** The following article--"The D&H Gravity Railroad: Five Configurations (Part 1)"--was submitted for publication to the Bridge Line Historical Society on July 2, 2018:

The D&H Gravity Railroad: Five Configurations (Part 1)

By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

Configuration No. 1, 1829: This configuration of the D&H Gravity Railroad between Carbondale and Honesdale was designed by John B. Jervis, Jr., who was named D&H Chief Engineer on March 14, 1827, following the resignation of Benjamin Wright, the principal engineer in the building of the Erie Canal. (Wright, in May 1823, was engaged by the Maurice and William Wurts/the D&H to take measures to have a proper survey or running level carried over the country from ‘tide-water of the Hudson River, at the mouth of the Wallkill, up the valley of the Rondout and thence over to the Delaware River, and thence up the same to the confluence of the Lackawaxen, and thence up the Lackawaxen, to a point as near to the Coal Mine as possible,’ in order to ascertain the practicability and expense of constructing a canal over this route. Wright deputized Colonel J. L. Sullivan and John B. Mills, two experienced civil engineers, to make the survey. During the summer and fall of 1823 the surveys were made, under the immediate supervision of the coal-mine proprietors, Maurice and William Wurts, and a map of the region, showing the proposed route of the D&H canal, was published in 1824. This map, on which were also shown the coal fields of northeastern Pennsylvania, was a very useful document to the Wurts brothers in awakening interest in and financial support by Philadelphia and New York capitalists in the anthracite coal mining and marketing objectives of the Wurts brothers.)

On April 4, 1827, John Jervis was directed by the D&H to survey and locate a railroad route from the proposed terminus of the D&H Canal (near Dyberry Forks) to the anthracite mines at Carbondale. He did so that summer. His plan for the Gravity Railroad was submitted to the Delaware and Hudson Canal Company on October 22, 1827 and submitted to its Board of Directors two days later. Construction of the road began in 1827. As many as 31 contractors and crews worked on the railroad (9 crews under the direction of John B. Mills, and 11 under James Archbald) and it was completed in June of 1829. The construction cost was \$3 million. The D&H Gravity Railroad that was designed by John B. Jervis opened on October 9, 1829 and remained as constructed until circa 1844, when Configuration No. 2 became fully operable.

The Railroad Designed by John B. Jervis: This 1829 railroad was, fundamentally, a system of inclined planes, with stationary steam engines at the heads of the planes, and levels between the planes. The inclined planes in this 1829 configuration were constructed with a single track, but with a turnout, and a short section of double track, 100 to 150 feet long, in the middle of each plane, to permit the cars moving in one direction to pass those moving in the opposite direction. These turnouts were provided with self-acting switches, or *latches*, so that whenever a car passed out of a turnout in either direction, the switch was left in the right position to turn the next cars moving in the opposite direction into the side of the turnout thus vacated.

In this configuration, Plane No. 1 was parallel to and on the northwestern side of the turnpike road from Carbondale to Honesdale. In the 1895 Gravity Railroad map volume, this plane is identified as "Alley". That Alley is now called Sage Court. The entire length of the railroad from the mines at Carbondale to the canal basin in Honesdale was 16 7/8 miles. At the time the road was built, it was calculated to afford ample facilities for transporting 100,000 tons of coal per year.

The Path and Nature of the Roadbed: "As at least nine-tenths of the entire distance [of the 1829 Gravity Railroad] was through unbroken forests, where timber could be very cheaply obtained, all heavy embankments for grade were dispensed with, and as far as practicable, without too short curves, heavy excavations were avoided. When the grade was more than four feet above the natural surface, trestle work of timber was used, and in some parts where the grade was still nearer the surface, wooden posts were placed upright in holes dug in the earth three or four feet in depth, and broken stones filled in around the posts—the tops of the posts being sawn off at the proper height to receive the cross ties upon which the rails were to rest. In other cases where the grade was near the surface, the cross ties, which were usually ten feet distant from each other, were supported by stone piers under each end." (John Torrey, Esq., 1882)

The Hemlock Stringers/Rails and the Strap Rails: "The rails [of hemlock, 6" x 12" x 20' or 30'] were made fast to the ties by wooden keys, or wedges, and in such position that the space between the rails should be just the width of the gauge adopted, which was about four feet three inches. Upon the top, and at the inner edge of these rails, flat bars of iron, two and a quarter inches wide and half an inch thick, were laid and made fast by large screws through holes for that purpose in the iron bars. After a little experience the hemlock rail was found to be too soft for a firm bed for the iron bars, and strips of beech two inches thick and three to four inches wide were spiked to the top of the hemlock rail, and the iron bars fastened upon these beech strips. After a very little time the use of screws to fasten the iron bars was discontinued, and iron spikes used instead." (John Torrey, Esq., 1882)

Strap Rails Purchased in England: Horatio Allen, during his trip to England in 1827, ordered, for the D&H, 390 tons of rolled wrought iron strap rails, 2 1/4 inches wide, 1/2 inch thick and 15 1/2 feet long, from William Hanbury Sparrow and John Sly Sparrow, of Temple Street, Wolverhampton, Staffordshire. Those iron rails were punched with slotted holes countersunk for the heads of the screws with which they were fastened to the wooden rails and the upper corners of the bars were rounded in rolling to a quarter circle having a radius of three-sixteenths of an inch. One end of each rail was finished with a tongue five-eighths of an inch wide and three-fourths of an inch long which fitted into an equivalent recess in the adjoining end of the next bar. Strap rails were used on most of the D&H system until 1858, when they were replaced by iron T-rails.

The Planes and Levels in 1829: When the road opened in 1829, there were five inclined planes between the foot of the Moosic Mountain at Carbondale (1,057 feet above sea level) and the summit of the mountain at Farview. By means of those planes, and the levels between them, 1,878,435 tons of anthracite coal were raised over 858 feet in less than three miles (between the foot of Plane No. 1 and the head of Plane No. 5) in the period 1829-1844.

At the head of each of those planes was a stationary steam engine (30 horsepower engine at No. 1; 35 hp. engines at Nos. 2, 3, and 5; 25 hp. engine at No. 4) that pulled the cars (by an iron chain in 1829, by a hemp rope, 1830-1856, and by a wire rope, 1857-1899) up the plane, in cuts of 5 cars, at 20-25 miles per hour.

From the head of each of the five planes on the Carbondale side of the mountain to the foot of the next plane, the cars were pulled across level stretches of track by horses.

Each of those five planes was operated by an engineer. To be named such was considered very honorable and lucrative, as the stationary engineer positions were the best positions in the Company's gift below Superintendents. William Ball was engaged from one of the shops in New York on the first starting of the works, when quite young, to take charge of the five engines on the line. Those in his employ (who were also brought to the coal fields by the D&H from shops in New York) were, at No. 1, Whitman Brown; at No. 2, James Johnson; at No. 3, John Davis; at No. 4, Peter Campbell; at No. 5, Orlando Foster.

Across the top of the mountain, between the head of Plane No. 5 (the head of Plane No. 5 was 1,915 feet above tidewater, and was the highest point reached in the 1829 configuration of the line) and the head of Plane No. 6 (at Farview) was the **Summit Level**, which was 9,250 feet long, on a descending grade of 8 feet to the mile. The cars were drawn across the summit level by horses, one horse not drawing more than two loaded cars at a time. It was on the Summit Level that the D&H planned, originally, to use the Stourbridge Lion.

The cars were then lowered down the mountain from Farview to Waymart by means of Planes No. 6 and No. 7. These two planes descending towards Honesdale, as well as Plane No. 8, at Prompton, were worked by gravitation, without the use of steam, the descending loaded cars drawing up the ascending empty cars attached to the other end of the chain. The velocity of the descending cars was controlled by the use of friction brakes upon the shaft of a large, upright fan wheel.

At the foot of the mountain at Waymart, the cars were moved onto the **Six-mile level**, between Waymart and Prompton, on which the down grade was 44 feet per mile, which made it possible for the loaded cars to move down the level by gravity. In each cut of loaded cars that moved down this level, there was one or more horse cars to transport horses down to Prompton to draw empty cars back--one horse being able to return four empty cars to Waymart.

At Prompton, the cars were lowered down Plane No. 8, and were then moved onto the **Four-mile level** from Pompton to the canal basin at Honesdale. The grade on this level was 26 ½ feet per mile, and a horse was used to pull each cut of five loaded coal cars down this level to the canal basin. At Honesdale, which is 985 feet above tidewater, the coal cars were unloaded into canal boats for the 108-mile trip to the Hudson River.

Returning the Empty Cars to Carbondale: Horses were used to move the empty coal cars from Honesdale to Prompton on the Four-mile level, one horse pulling five empties back to Prompton. The empties were then pulled up Plane No. 8 at Prompton and placed on the Six-mile level for the trip back to Waymart, one horse being thus able to return four empty coal cars and an empty horse car to Waymart.

Both the Four-mile level and the Six-mile level had a branch or side track for a short distance, near the center, so that cars moving in one direction could pass those going in the opposite direction. At those branches the boarding-houses for the car runners on those levels were located.

It was for use on the Six-mile level and the Four-mile level that Horatio Allen purchased two additional steam locomotives (in addition to the Stourbridge Lion) during his trip to England. With the “failure” of the Stourbridge Lion, the D&H decided not to use steam locomotives, not only on the Summit Level but also on the Six-mile level and the Four-mile level in this 1829 configuration.

With the empty cars back at Waymart, pulled there by horses up the Six-mile level, the empty cars were then raised up the eastern side of the Moosic Mountain through Planes No. 7 and No. 6, and then back across the Summit Level and lowered down to Carbondale through Planes 5, 4, 3, 2, and 1.

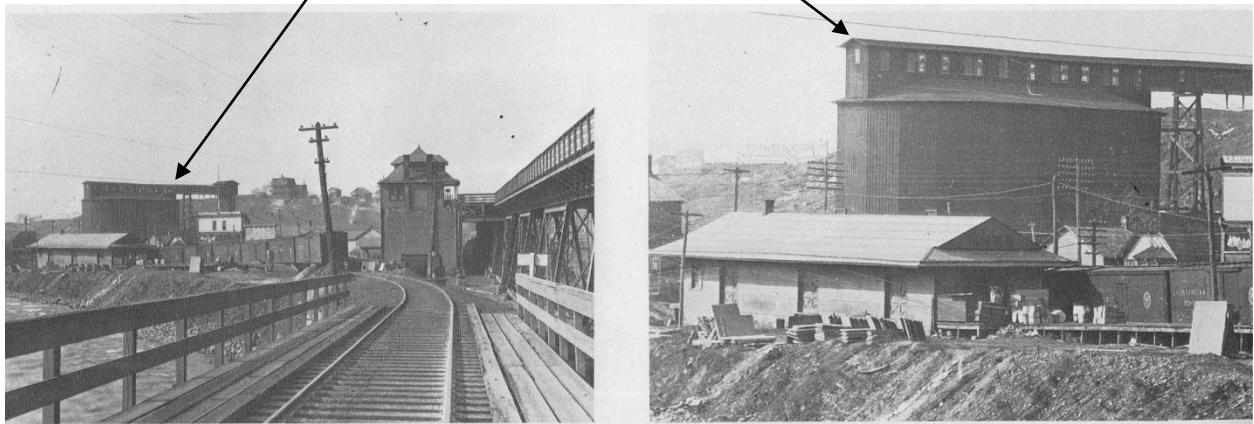
Such, then, described here briefly, was the 1829 configuration of the D&H Gravity Railroad, which was the first of the five configurations of the line (1829, 1845, 1859, 1868, and 1899) that were constructed by the D&H in the course of the nineteenth century. Substantial volumes on each of those configurations, with numerous maps, photographs, and supporting material are presented in the present author’s 24-volume series on the D&H.

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Publication note: The above article was published exactly as given here in the November 2018 issue of the *Bridge Line Historical Society Bulletin*, Volume 28, Number 11, pp. 11-12.

46. **Addition for Volume XIV:** D&H coal pockets across the D&H tracks at the foot of Salem Avenue. These two photos are given in *New York, Ontario & Western Railway Co. SCRANTON DIVISION* by Joe Bux and Ed Crist, p. 58.

D&H Coal Pockets at the foot of Salem Avenue, Carbondale



O&W Passenger Station (in photo on left) and Freight House (in photo on the right), with D&H Coal Pockets in the background in both photos.

47. **Addition for Volume XVI: Stock cars:** It wasn't until the early 1860s that a specialized car was introduced on railroads in America to handle livestock. These cars had a roof, slatted sides for air, and a sliding door for easy access. Some even had a removable upper deck that allowed for the shipment of pigs, sheep and other smaller livestock. It was a design that would not change dramatically for 120 years, although the wood construction was replaced by steel, food and water troughs were installed, and pens were added to keep animals from trampling each other. The capacity of stock cars was also increased.



Union Pacific Stock Cars

For more than a century, these cars made it possible to get fresh meat to the masses. Before these stock cars were introduced, animals had to be butchered and processed close to where their meat was going to be sold. Other than walking a herd of cattle to a slaughterhouse, trains were the only way to get them there.

Stock cars had to be placed directly behind the locomotive so that animals had the smoothest ride possible and so they could be tended to quickly. Such positioning also allowed the cars to be shuffled in and out of trains quickly.

Shipping livestock to market by rail declined sharply after World War II, when more meatpacking plants were built closer to where the animals were raised, which resulted in shorter trips—and reduced profits—for the railroads. With the construction of the interstate highway system, more cattle could make those shorter hops by truck. And, with the advent of refrigerated cars and the entire frozen food industry, it was much easier and economical to load and ship steaks and chops rather than live animals.

Stock Pens on the D&H

We have examined the listings for “Stock Pens” in the “Official Lists” that were published periodically (possibly annually) by the D&H for: July 1, 1921 (Official List No. 34), January 1, 1928 (Official List No. 46), January 1, 1934 (Official List No. 54), January 1, 1945 (Official List No. 61), and January 1, 1954 (Official List No. 69), and have determined that the D&H had more stock pens in 1921 than in any of the other four years (1928, 1934, 1945, 1954) which suggests that with the passing years more and more cattle were “processed” near to the locations where they were raised and not shipped by rail to slaughterhouses in centralized locations (Chicago, for example).

From the perspective of the railroad historian, the 1921 list of D&H stock pens (which is given below) is the most interesting of these lists for the very particular reason that more extensive facilities for shipping livestock were in existence in 1921 than in 1928, 1934, 1945, or 1954. Our thanks to Mike Bischak, Simpson, PA, for making available to us Official Lists No. 34, 46, 54, and 69.

Here, then, is the listing for “Stock Pens” that is given on pages 50-51 in “Official List No. 34, July 1, 1921”:

STOCK PENS.

LOCATION		NO. OF PENS	CAPACITY (In Cars)	DIMENSIONS OF PENS (FEET)	FEEDING AND WATERING FACILITIES	Single or Double Deck Chute
Pennsylvania Division	Centre Village..... N.Y.	1	2½	26x38	None	Single
	Windsor..... N.Y.	2	6	27x42 35x43	None	Double
	Carbondale..... Pa.	1	7	40x90	Feed & Water	Single
	Olyphant..... Pa.	1	4 ½	32x40	Feed & Water	Double
	Green Ridge..... Pa.	1	8	40x54	Feed & Water	Double
	Wilkes-Barre..... Pa.	1	8	40x68	Feed & Water	Double
Susquehanna Division	Central Bridge..... N.Y.	1	2	28x37	None	Single
	Cobleskill..... N.Y.	4	8	2-29x40 2-30x40	Water	Single
	Richmondville..... N.Y.	1	3	22x40	None	Single
	East Worcester..... N.Y.	1	4	27x32	None	Single
	Worcester..... N.Y.	2	3	20x48 Each	None	Single
	Schenevus..... N.Y.	2	5	24x36 30x37	None	Single
	Maryland..... N.Y.	1	3	38x40	None	Single
	Oneonta..... N.Y.	2	5	31x80 21x24	Feed & Water	Single(2)
	Otego..... N.Y.	2	4	32x40 Each	Water	Single(2)
	Wells Bridge..... N.Y.	1	2	26x32	None	Single
	Unadilla..... N.Y.	1	2½	20x64	Water	Single
	Sidney..... N.Y.	1	2	32x40	None	Single
	Bainbridge..... N.Y.	2	4	24x39 24x41	None	Single
	Afton..... N.Y.	2	2	18x57	None	Single
	Nineveh..... N.Y.	2	2	32x48 Each	Water	Single
	Harpursville..... N.Y.	2	5	32x37 33x60	None	Single
Cherry Valley Branch	Cherry Valley..... N.Y.	1	1	26x41	None	Single
C. & C. V. R.	Portlandville..... N.Y.	1	1	15x32	None	Single
	Milford..... N.Y.	1	4	32x48	None	Single
	Phoenix Mills..... N.Y.	1	2	31x32	None	Single
	Cooperstown..... N.Y.	1	1	22x32	None	Single
Saratoga Division	Albany..... N.Y.	5	8	20x40 Each	Feed & Water	5 Double
	Mechanicville..... N.Y.	1	4½	2700 S. F.	Water	Double
	Gansevoort..... N.Y.	1	1	16x20	None	Single
	Fort Edward..... N.Y.	2	4	28x30 Each	Water	Double
	Smith's Basin..... N.Y.	2	4	22x40 Each	None	Double
	Comstock..... N.Y.	1	2	11x16	None	Single
	Fort Ann..... N.Y.	1	1½	25x34	Feed	Single
Lake George Branch	Whitehall..... N.Y.	5	16	4-24x48 Each 1-40x48	Feed & Water	4 Double
	Lake George..... N.Y.	1	2	38x38	None	Double
Rutland Branch	Fair Haven..... Vt.	2	1	16x20 20x24	None	Double
	Castleton..... Vt.	2	3	24x24 Each	None	Double

Car capacity of pens based on steers.

Stock pens in Carbondale, Olyphant, Green Ridge, and Wilkes-Barre

STOCK PENS—Continued.

LOCATION		NO. OF PENS	CAPA- CITY (In Cars)	DIMENSIONS OF PENS (FEET)	FEEDING AND WATERING FACILITIES	Single or Double Deck Chute
Washington Branch	Middle Granville.....N.Y.	2	2	{ 12x19 12x40	None None	{ Double
	Rupert.....Vt.	1	1	15x28	None	Double
	Salem.....N.Y.	3	5	{ 20x25 21x46	None None	{ Double
	Shushan.....N.Y.	1	1½	9x70 15x44	None None	1 Single
	Cambridge.....N.Y.	3	1	{ 2-14x18 1-26x32	None None	1 Double
	Dresden.....N.Y.	1	1	14x22	None	Single
	Putnam.....N.Y.	1	1	15x32	None	Single
	Wrights.....N.Y.	2	2	{ 16x30 18x20	None None	{ Single Single
	Fort Ticonderoga.....N.Y.	2	12	{ 45x68 34x68	None None	{ Single Single
	Crown Point.....N.Y.	2	5	{ 27x33 21x30	None None	{ Double
Champlain Division	Westport.....N.Y.	1	2	28x23	None	Single
	Wadhams.....N.Y.	1	2	20x44	None	Single
	Whallonsburg.....N.Y.	2	2	{ 15x35 20x42	None None	{ Single Single
	Essex.....N.Y.	1	2½	29x39	None	Double
	Willsboro.....N.Y.	1	2	19x44	None	Double
	Port Kent.....N.Y.	1	2½	30x37	None	Double
	Valcour.....N.Y.	1	2	25x33	None	Single
	Beekmantown.....N.Y.	1	1	14x20	None	Single
	West Chazy.....N.Y.	3	8	{ 28x66 16x60 14x25	Water Water Water	{ Double
	Chazy.....N.Y.	2	8	{ 49x38 49x39	None None	{ Double
	Rouses Point.....N.Y.	3	18	{ 51x63 41x63 50x70	Water & Feed Water & Feed Water & Feed	1 Double
Chate- augy Branch	Russia.....N.Y.	1	¾	12x26	None	Single
	Dannemora.....N.Y.	1	1	14x28	None	Single
Moore's Branch	Moor's Junction.....N.Y.	3	7	{ 37x38 13x54 17x45	None None None	{ 1 Double Single
	Sciota.....N. Y.	3	8	{ 32x40-16x47 12x32	None	1 Single
Ausable Branch	Peru.....N.Y.	1	1	16x24	None	Single

Car capacity of pens based on steers.

48. Addition for Volume XV: D&H Turntables, *Official List No. 34, July 1921, p. 47:*

TURNTABLES.

LOCATION	POWER BY WHICH OPERATED	LENGTH (FEET)
Pennsylvania Division.		
Jefferson Junction.....	Hand.....	65
Honesdale.....	Hand.....	65
Carbondale (2).....	One—electric.....	90
	One—hand.....	65
Farview.....	Hand.....	60
Green Ridge.....	Electric.....	65
Wilkes-Barre.....	Electric.....	65
Hudson.....	Electric.....	65
Susquehanna Division.		
Cherry Valley.....	Hand.....	60
Nineveh.....	Hand.....	65
Cooperstown.....	Electric.....	60
Altamont.....	Air.....	90
Delanson.....	Air.....	65
Cobleskill.....	Hand.....	65
Oneonta (3).....	One—electric.....	75
	Two—hand.....	65—60
Binghamton (2).....	One—electric.....	90
	One—hand.....	65
Mohawk.....	Electric.....	65
Mechanicville.....	Electric.....	100
Saratoga Division.		
Colonie.....	Electric.....	90
North Creek.....	Hand.....	60
Albany; Church St.....	Hand.....	65
Whitehall.....	Electric.....	75
Rutland.....	Hand.....	60
Eagle Bridge.....	Hand.....	50
Glens Falls.....	Hand.....	54
Lake George.....	Hand.....	62
Saratoga.....	Electric.....	60
Champlain Division.		
Rouses Point.....	Air.....	100
Plattsburg.....	Electric.....	65
Ausable Forks.....	Hand.....	54
Port Henry.....	Hand.....	65
Baldwin.....	Hand.....	54
Lyon Mountain.....	Hand.....	65
Lake Placid.....	Electric.....	100

49. **Additions for Volume XIV:** Rosters of D&H Engineers and Firemen, November 1, 1921; both documents are in the holdings of the Carbondale D&H Transportation Museum.

Roster of D&H Engineers, November 1, 1921

Edith Gardner's
father

THE DELAWARE AND HUDSON COMPANY. OFFICE OF THE SUPERINTENDENT. PENNSYLVANIA DIVISION.		
ROSTER OF ENGINEERS -----NOVEMBER 1st, 1921.		
1. Brydon, John.	51. Williams, Robert.	
2. Gardner, Milo.	52. Oliver, Howard.	
3. Winn, Thomas.	53. Weaver, Bart R.	
4. Copeland, Robert.	54. Sloan, Robert.	
5. Dimock, George R.	55. Walsh, William.	
6. Gritman, Jasper.	56. Lowry, William.	
7. McCawley, Thomas L.	57. Wilcox, Joseph.	
8. Ball, Frank.	58. Iager, Joseph L.	
9. Arnold, Joel M.	59. Searfoss, A.F.	
10. Vandermark, U.G.	60. Murphy, James H.	
11. Wint. Emerson.	61. Payne, Thomas R.	
12. Lindsay, J.L.	62. McNulty, John.	
13. Cobb, S.G.	63. Krammer, Milton.	
14. Edwards, Reuben.	64. Ames, John.	
15. Nichols, George.	65. Barnes, Glen F.	
16. Smith, Henry P.	66. Hollis, Charles.	
17. Carlson, Christopher.	67. Gleason, Fred.	
18. Smith, James M.	68. Transue, Irwin.	
19. Hollenback, John C.	69. Hale, John.	
20. Dow, Charles.	70. Louthold, Arnold.	
21. Becker, Peter.	71. Post, Charles A.	
22. Sampson, E.R.	72. Hatfield, Walter.	
23. Gardner, E.B.	73. Allen, William G.	
24. Banker, S.E.	74. Merrigan, John.	
25. Brandow, George.	75. O'Dell, Frank.	
26. Miller, Wood.	76. Merritt, Lester.	
27. Morpeth, James.	77. Dimock, Marion.	
28. Gillies, John.	78. Burns, Nicholas.	
29. Ward, Michael A.	79. McBride, Jos. A.	
30. Gilroy, John.	80. Barnhart, Harry.	
31. Vickers, Wallace.	81. Gill, John.	
32. Clarke, Frank.	82. Dove, Frank.	
33. Karl, Joseph.	83. Davis, Thomas F.	
34. Morrison, John.	84. Sharwood, Fred.	
35. Titus, Sedcy M.	85. Rhodes, Allen.	
36. Harris, Charles.	86. Burns, James P.	
37. Baird, Edward.	87. Gallagher, Hugh.	
38. McMin, Frank E.	88. Flannery, Patrick.	
39. Shaffer, Fred.	89. Hinton, Gilbert A.	
40. Brander, Alex. W.	90. Stalbird, Melvin C.	
41. Thomas, William R.	91. Burnett, John P.	
42. Beatty, Henry.	92. Monroe, James.	
43. Shaw, William.	93. Schollenberger, L.	
44. Foster, William.	94. DeBall, Leon.	
45. Price, Frank E.	95. Walker, Robert R.	
46. Dimmick, H.N.	96. Purcell, John S.	
47. Booth, Henry F.	97. Birtel, Peter H.	
48. Pace, Thomas.	98. Enslin, Ernest.	
49. Herborts, Thomas F.	99. Harris, Robert.	
50. Oliver, Edward H.	100. Price, Howard M.	

- | | |
|------------------------------|---|
| 101. ✓ Kennedy, Chas. R. | 151. x Ayers, Leonard P. |
| 102. Symons, Henry L. | 152. x Moylan, Maurice. |
| 103. Eckman, Alfred A. | 153. x Ash, Charles. |
| 104. Emmons, Frank. | 154. ✓ Pool, Charles J. |
| 105. Farrdl, Jos. P. | 155. x Hufford, Charles. |
| 106. Smith, James A. | 156. x Oliver, Fred J. |
| 107. Akers, Clayton. | 157. x Taylor, J.H. |
| 108. Matthews, James T. | 158. x Peughert, William. |
| 109. ✓ Foster, William F. | 159. ✓ Bacon, Rexford. |
| 110. Grosvenor, Cecil C. | 160. ✓ Weber, Henry. |
| 111. Nagle, Bruce. | 161. x Dunham, Guy. |
| 112. Rimron, William M. | 162. x Tell, Julius J. |
| 113. Homer, Thomas J. | 163. x Downing, Fred W. |
| 114. Fancher, Harry W. | 164. White, Clyde L. ✓ |
| 115. x Davis, Lewis. | 165. x Smith, Bradley G. |
| 116. Jones, Thomas R. | 166. x Beldon, Russell. |
| 117. Foy, Martin. | 167. x Hankinson, Fred. |
| 118. ✓ Swartz, Charles. | 168. x Muir, William G. |
| 119. ✓ Davis, Francis. | 169. ✓ Williams, William. |
| 120. ✓ Danny, Ralph. | 170. x Schlick, Frank. |
| 121. x Robson, Edward. | 171. Sumpboll, Buchanan <i>R+E.</i> |
| 122. ✓ Leasley, Charles. | 172. x Hathaway, F.A. |
| 123. ✓ Matthews, David. | 173. x Quick, Dexter. |
| 124. ✓ Truex, Henry. | 174. x Harrison, William. |
| 125. ✓ McGuinness, James F. | 175. ✓ Washburn, Robert. |
| 126. Down, Myren S. | 176. x Golt, Frank. |
| 127. ✓ Howard, James. | 177. x Quinney, Arnold W. |
| 128. ✓ Rozelle, Harry E. | 178. x Alexander, Gilbert. |
| 129. ✓ Butler, George H. | 179. x Smith, Philip R. |
| 130. ✓ Lee, Arch. | 180. x Champion, Thomas. |
| 131. Hoyle, Robert L. | 181. x Bannon, Joseph. |
| 132. ✓ Cobb, Ivan. | 182. x Mendicino, Charles. |
| 133. ✓ Elmstead, Floyd. | 183. ✓ Post, Benjamin O. |
| 134. ✓ Clouser, George. | 184. ✓ Dietrick, Anton. |
| 135. ✓ Searfoss, Nathan. | 185. x Breese, Leon M. |
| 136. ✓ Newflock, John. | 186. x Myers, Joseph H. |
| 137. x Knox, Thomas. | 187. ✓ Sampson, Wallace. |
| 138. x Smith, George J. | 188. ✓ Hopkins, Hugh J. |
| 139. x Becker, Henry. | 189. McCarthy, M.W. |
| 140. x Jordan, Patrick. | 190. ✓ Brown, E.E. |
| 141. x Howell, Vere W. | 191. ✓ Robson, Joseph W. |
| 142. ✓ Robinson, Thomas. | 192. ✓ Spangenburg, Ray. |
| 143. x Kishbaugh, Herbert A. | 193. ✓ Thomas, John E. |
| 144. x Swannick, James H. | 194. ✓ Thomas, Leslie H. <i>W.H. Hunt</i> |
| 145. ✓ Swartwood, George. | 195. ✓ Matthews, Arthur W. |
| 146. x Kitchen, Everitt. | 196. Williams, Owen W. |
| 147. ✓ Gordon, John. | 197. Bridgin, Daniel J. |
| 148. x Girvan, Robert. | 198. Kertner, Frank H. |
| 149. x Williams, John R. | 199. Mann, William A. |
| 150. x Olver, Norman. | 200. Mc.Cormack, William. |

ROSTER OF ENGINEERS-----NOV. 1, 1921. SHEET #3.

- 201. Bellamy, Raymond W.
- 202. Dean, Thaddeaus.
- 203. Kirsteen, Rudolph.
- 204. Burnett, Frank A.
- 205. Kilgannon, Patrick.
- 206. Snyder, Stanley.
- 207. Tinklepaugh, Archibald.

Roster of D&H Firemen, November 1, 1921

THE DELAWARE AND HUDSON COMPANY OFFICE OF THE SUPERINTENDENT PENNSYLVANIA DIVISION

ROSTER OF FIREMEN -----November 1st, 1921.

E-1.	Hailstone, James G.	E-51.	Muldoon, James F.
E-2.	Judge, Francis	E-52.	Thomas, George.
E-3.	Haughney, Frank	53.	Mullaney, Frank J.
E-4.	Foster, Royal J.	E-54.	Seward, Calvin P.
E-5.	Jopking, Wilfred	55.	Hender, William T.
E-6.	Zacharius, Emery	E-56.	McCann, Raymond J.
E-7.	Reilly, John J.	E-57.	Dix, Lester A.
E-8.	Eadden, Michael	58.	Merrigan, Wm. P.
E-9.	Crosier, Ralph	59.	Purcell, Joseph P.
E-10.	Marsh, Fred M.	E-60.	Pearce, William L.
E-11.	Thomas, Blanford	61.	Sullivan, Harry J.
E-12.	Morgan, Glen C.	62.	Cannon, Joseph X.
E-13.	Deegan, William J.	E-63.	Maloney, John C.
E-14.	Mutchler, R. W.	64.	Degun, William F.
E-15.	Wagner, William	65.	Corbett, James F.
E-16.	Thacher, Ralph	E-66.	Fitch, Edmund H.
E-17.	Angier, Leon A.	67.	Lewis, Harry
18.	Weckel, August	E-69.	Harding, Thomas
E-19.	Rowley, James A.	69.	Bursavitch, George
E-20.	Brink, Clarence H.	E-70.	Williams, George
E-21.	Richards, Robt. F.	E-71.	Lee, Maurice
E-22.	Deegan, John F.	E-72.	Murphy, Thomas
E-23.	Williams, Peter A.	E-73.	Hobbs, George
E-24.	Duffy, Anthony F.	E-74.	McGinnis, John J.
E-25.	Dimmick, William H.	75.	Fulton, Kenneth.
E-26.	Collins, Arthur J.	76.	Owens, William
E-27.	Atherton, Kenneth H.	77.	Sembrat, John
E-28.	Linskins, George	78.	Thomas, Arthur S.
E-29.	Evans, Ralph E.	79.	Dayton, Charles H.
E-30.	Swan, Arthur R.	80.	Montgomery, B. B.
E-31.	Greenley, Harry T.	81.	Morgan, Clarence R.
E-32.	Hubbard, Ramsom R.	82.	Smith, Leo
E-33.	Olmstead, Howard	E-83.	Van Horn, Frank R.
E-34.	Evans, Thomas H.	84.	Riddleman, Boyd H.
E-35.	Arthur, Ray R.	85.	Bailey, Judson
E-36.	Homas, Boyd	86.	Miller, Harry J.
E-37.	Hopkins, James F.	87.	Becker, F. J.
E-38.	Kearney, Peter	88.	Hamiston, Edward
E-39.	Hager, Charles J.	89.	Neals, J. A.
E-40.	Brennan, John J.	90.	Muldoon, Alex.
E-41.	Walsh, Maurice	91.	Cragle, Harvey D.
42.	McNulty, William F.	92.	Williams, J. A.
E-43.	Reynard, Alex A.	93.	McFadden, Patrick
E-44.	Robling, J. W.	94.	Herberts, P. J.
45.	Hartung, Edward O.	95.	Farley, Robert E.
E-46.	Raeder, Murland	96.	Hunt, M. C.
E-47.	Wagner, Newell	97.	Doyle, C. E.
48.	Toolas, William L.	98.	Cunningham, F. C.
E-49.	Neuser, Andrew A.	99.	McAndrew, J. B.
E-50.	Mofgan, Gabriel D.	100.	McGroarty, T. A.

101.	Morpeth, Casper L.	151.	Jones, D. B.
102.	Bruch, Chas. T.	152.	Rosser, C. E.
103.	Struebing, Frank C.	153.	Lewall, Elmer J.
104.	Shidal, Frank	154.	Ratajezyk, Thomas
105.	Sabo, Joseph	155.	Howe, Ernest D.
106.	Hansen, J. W.	156.	Casper, Jos. W.
107.	Grohowski, Leo	157.	Doolay, Jas. J.
108.	Bailey, Keef E.	158.	Stash, Andrew M.
109.	Pierce, H. L.	159.	Searfoss, Howard
110.	Miller, D. R.	160.	Truman, Robert H.
111.	Phillips, O. P.	161.	George, Fred
112.	Hanlon, B. C.	162.	Fenton, William
113.	Belles, L. S.	163.	Townsend, R. N.
114.	Sullivan, Thomas	164.	Glover, Elmer
115.	Jones, Wm. A.	165.	Swoyer, C. E.
116.	Ledyard, H. B.	166.	Herbert, Alex G.
117.	Weed, Fern H.	167.	Sprangenburg, R. H.
118.	Carey, J. A.	168.	Dietrick, Jacob J.
119.	O'Boyle, J. B.	169.	McCawley, Thomas L.
120.	Kennedy, H. M.	170.	Ackerson, J. W.
121.	Sweeney, F. P.	171.	Fladd, Albert J.
122.	Smith, Leo H.	172.	Pearson, Roy
123.	Schrader, H. W.	173.	Jelloff, Thomas
124.	Button, M. E.	174.	Lutz, Jasper C.
125.	Eltringham, W. W.	175.	Sourwine, Howard
126.	Knitter, Wesley	176.	Ksanich, Stephen
127.	Goodrich, Ralph	177.	Champion, Frank H.
128.	Rowland, J. T.	178.	Rigart, Raymond O.
129.	Shelp, Charles E.	179.	Helms, Fred A.
130.	Fladd, Jacob A.	180.	Moon, Samuel L.
131.	Frederick, D. W.	181.	Armstrong, J. W.
132.	White, R. C.	182.	Frieser, Walter H.
133.	Stevenson, A. W.	183.	Gillies, Edward J.
134.	McMullen, B. W.	184.	Berry, Fred W.
135.	Gillette, E. H.	185.	Becker, R. C.
136.	Smith, R. B.	186.	Booth, J. A.
137.	Dilello, Alexander	187.	Hinckley, G. L.
138.	Bidwell, Maxwell	188.	Hematz, John
139.	Moon, Harry	189.	Drake, Russell F.
140.	Weidner, Geo. L.	190.	Keech, Leo A.
141.	Mahon, Bernard	191.	Purcell, Jos. E.
142.	Packer, John E.	192.	Bennett, Roy E.
143.	Smerdon, E. F.	193.	Georgia, R. S.
144.	Denney, Wm. H.	194.	Nelson, A. W.
145.	Hubert, J. A.	195.	Moyer, Irving A.
146.	Grosvenor, E. J.	196.	Conrigan, Bernard A.
147.	Wilcox, M. L.	197.	Andrews, R. L.
148.	Tracy, Calvin	198.	Thrash, Phillip
149.	Phillips, Claude W.		
150.	Iloff, Charles J.		

199. Burdick, I. H.
200. Dixon, Chas. W.
201. Verman, A. W.
202. Harrison, George
203. Kennedy, R. M.
204. Casey, John
205. Brush, E. P.
206. McCune, William
207. Campbell, Jos. T.
208. Walker, D. B.
209. Muldoon, Wm. W.

NON-PROMOTIVE FIREMEN

1. Emery, Russell
2. Stern, Henry
3. Balles, Peter
4. Fitch, Howard
5. Pratt, Barton
6. Coryell, Geo. E.

Carroll, Joe P
McGinley, J. P
Toole, J. V
Martinez, H. J.
McCarthy, Edmund
Druffy, C. M.
Davis, Frank
Caida, Joseph A
Tighe, B. H.
Hamlyn, Edgar
Eustice, Louis

50. **Addition for Volume V:** Dedication of Official State Historical Marker in Gravity Park, Carbondale, January 3, 1999; pp.156-159:



*Dedication of an
Official State Historical Marker
commemorating*

*The Delaware and Hudson
Gravity Railroad
(1829-1899)*

Sunday January 3, 1999
2:00 P.M.

Gravity Park
Route 6 and Garfield Avenue
Carbondale, Pennsylvania

Historical Marker Inscription:

GRAVITY RAILROAD

Here began one of the first railroads in the Western Hemisphere, built 1828-29. The line had its eastern terminus at Honesdale; its southwestern terminus was later extended to Archbald & ultimately to Valley Junction near Olyphant. Built by the Delaware & Hudson to move coal to the D & H Canal, this line eventually provided passenger service and operated until the beginning of 1899.

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION 1998

• • • • •

Important Dates in the History of the Delaware and Hudson Gravity Railroad

October 16, 1828

The Delaware and Hudson Canal Company's canal is opened from Honesdale to Rondout, NY.

August 8, 1829

Pioneer run of the Stourbridge Lion.

October 9, 1829

The Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale was opened, carrying its first shipment of anthracite coal.

January 3, 1899

The Gravity Railroad operated for the last time in its entirety as a gravity line.

*P*ROGRAM

2:00 p.m.

Unveiling and Dedication
Gravity Park

Welcome S. Robert Powell, President
Carbondale Historical Society

Unveiling Michael Talerico, Mayor
City of Carbondale

2:30 p.m.

Historical Program and Reception
Carbondale City Council Chambers

Introduction..... Alan Sweeney, President
Lackawanna Historical Society

Historical Narrative S. Robert Powell, President
Carbondale Historical Society

Remarks Robert Durkin, Executive Director
Lackawanna Heritage Valley Authority

George A. Nichols, Commissioner
PA Historical and Museum Commission

Thomas A Browning, Chief of Staff
Senator Mellow's Office

Refreshments and Open House
courtesy of the Carbondale Historical Society and Museum

Commonwealth of Pennsylvania
Thomas Ridge, Governor

Pennsylvania Historical and Museum Commission
Janet S. Klein, Chairman
Brent D. Glass, Executive Director

This Official State Historical Marker was authorized by
Pennsylvania Historical and Museum Commission.
Funding made possible
through the Lackawanna Heritage Valley Authority.

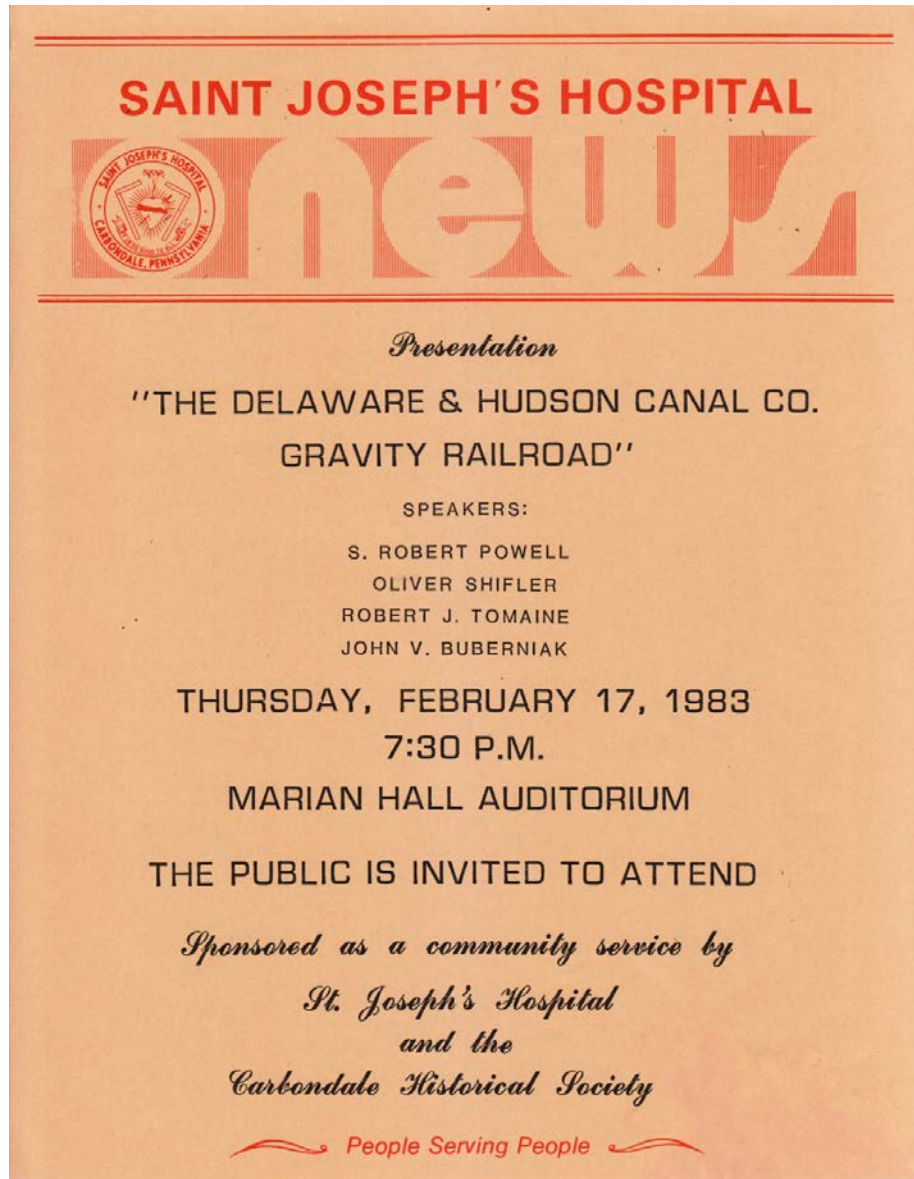
This event has been sponsored by
The Lackawanna Historical Society
The Carbondale Historical Society
The Wayne County Historical Society
The City of Carbondale
Lackawanna Heritage Valley Authority
and the Pennsylvania Historical and Museum Commission

Special thanks to
Marilyn Levin, PHMC
S. Robert Powell, Carbondale Historical Society
Sally Talaga, Wayne County Historical Society
Fred Moase, Carbondale City Manager
Carbondale Department of Public Works
Robert Durkin, Lackawanna Heritage Valley Authority

51. **Addition for Volume XIV:** Mike Bischak, July 4, 2018: "There were 41 tracks in the D&H yard in Carbondale."

52. **Addition for Volume I:** As early as 1983, John V. Buberniak and S. Robert Powell (who met in 1982) were actively promoting the history of the Delaware and Hudson Canal Company through public lectures:

a. Program for lecture at Marian Hall Auditorium, February 17, 1983:



b. Program for April 7, 1983 lecture at Carbondale Area High School:



CARBONDALE HISTORICAL SOCIETY



1983

Lecture and Film Series

April 7, 1983

THE DELAWARE AND HUDSON CANAL COMPANY'S GRAVITY RAILROAD AND CANAL

by

S. Robert Powell and John V. Buberniak

Auditorium
Carbondale Area High School
9:30 A.M. - 10:45 A.M.



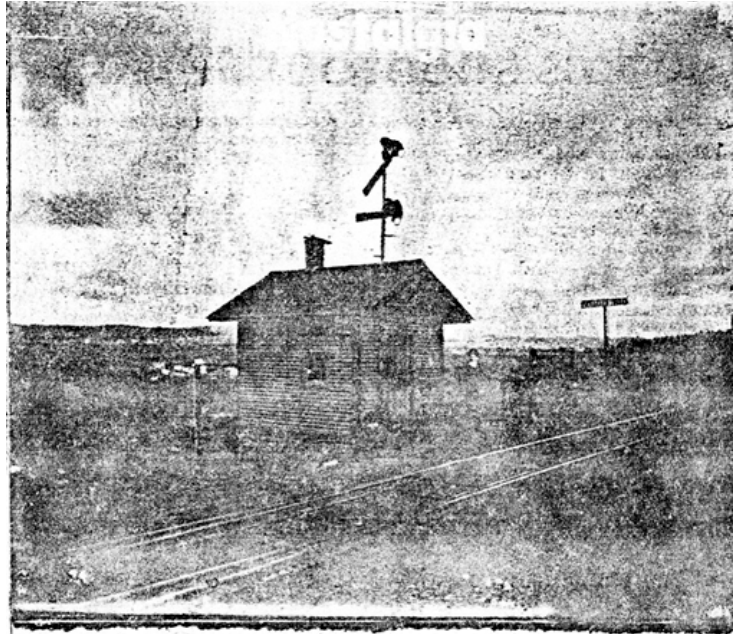
Thirty five years later (2018) those public presentations on the history of the Delaware and Hudson Canal Company's Gravity Railroad are still taking place.

53. **Addition for Volume XXIII:** There were three distinct divisions in the Delaware and Hudson Canal: New York Section, First Division; New York Section, Second Division; and Pennsylvania Section (Lackawaxen Division). A close-up look at those three divisions is presented on "Table of Distances Delaware & Hudson Canal," which was "Arranged for the Information of the Telegraph Department. By Charles Petersen, Superintendent." Here are those three divisions:

TABLE OF DISTANCES						
ON THE						
DELAWARE & HUDSON CANAL,						
SHOWING ITS						
Divisions and Sections, Counties, Telegraph Calls, Numbers of Locks, &c., and the Location of Aqueducts, Feeders, Stop-Gates, Waste-Weirs, &c.						
ARRANGED FOR THE INFORMATION OF THE TELEGRAPH DEPARTMENT, BY CHARLES PETERSEN, SUPERINTENDENT.						
NAMES OF PLACES	Telegraph Office Calls	Miles from Honesdale.	Miles from Eddyville.	No. of Locks.		Remarks.
HONESDALE	H	108	37	RR. Main Battery. Feeder.		
LEONARDSVILLE.....		107	36			
HOLBERT'S BASIN.....		2	106	35		
BEARDSLEE'S BASIN.....		3	105		Aqueduct.....	
BEACH FLAT.....		4	104	34		
WHITE MILLS	CD	5	103	33	RR.....	
BRINK'S DAM.....		6	102	32	Feeder.....	
DANIELS'.....		7	101	31		
NEWCASTLE.....		8	100			
HAWLEY	HY	9	99	29 30	RR.....	
TUMBLEDAK ROCK.....		10	98	27 28	Feeder.....	
POOLPIT.....		11	97	25 26		
PUNCH CAMP.....		12	96	24		
NARROWS.....		13	95	21 22 23	RR.....	
SNYDER'S EDDY.....		14	94	19 20	Feeder.....	
SHIMER'S EDDY.....		15	93	18		
BLUE EDDY.....		16	92	17		
MOUTH OF BLOOMING GROVE.....		17	91	16	RR.....	
BLOOMING GROVE ISLAND.....		18	90	15		
CRISWOLD	GD	19	89	13 14		
WESTFALL'S.....		20	88	11 12	RR. Aqueduct.....	
ROWLANDS.....		21	87	10	RR.....	
PORT HOWARD.....		21	87	9		
LITTLE NARROWS.....		22	86	7 8		
RIDGWAY.....		23	85	4 5 6		
LACKAWAXEN	XN	24	84		RR. Aqueduct.....	
DELAWARE AQUEDUCT.....		25	83	70 72	Delaware Feeder.....	
STOP LOCK.....		26	82		Four Mile Level.....	
BEAVER BROOK.....		27	81		Aqueduct.....	
PANTHER BROOK.....		28	80		Stop Gate. Hanging Rock.....	
BARRYVILLE	B	29	79	68 69		
MITCHIC.....		30	78			
HANDSOME EDDY.....		31	77	67	Waste Weir.....	
BUTTERMILK FALLS.....		32	76			
CRAIGSVILLE.....		33	75	65 66		
VAN TUYLE'S BASIN.....		34	74			
VAN TUYLE'S BROOK.....		35	73	64		
POND EDDY	RM	36	72	63		
DECKER'S DOCK.....		37	71			

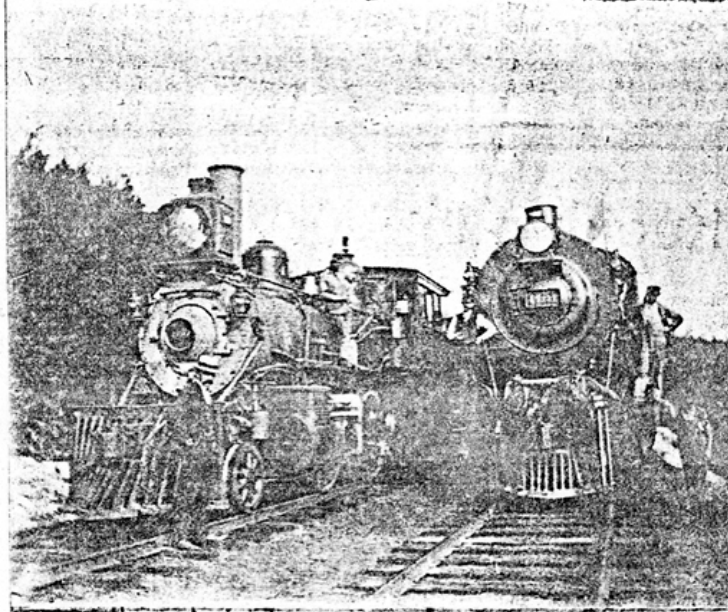
54. **Addition for Volume XX:** A Xerox copy of the newspaper clipping (*Carbondale News*, Wednesday, November 11, 1981, p. 4) shown below is in the holdings of the Carbondale D&H Transportation Museum. The caption on these photographs is very informative:

The two photographs shown here were printed from glass plate negatives that were lent to the *Carbondale News* by W. E. Taylor.



In this photo, we see Charles M. Berry, the telegraph operator at the Panther Bluff stop on the Honesdale Branch of the D&H, standing to the right of the Panther Bluff station. The photo was taken on November 28, 1905.

Photo taken August 22, 1906, of two steam locomotives at the switchback at Panther Bluff on the Honesdale Branch of the D&H. The engine on the right is on the track that ascends from Carbondale to Panther Bluff, the engine on the left is on the track that ascends from Panther Bluff to Farview.



TWO LOCOMOTIVES of a rail line that used to run from Panther Hollow Bluff past what is now Farview State Hospital to South Canaan, Pa. stopped to have the lower picture taken August 22, 1906. The men standing on the locomotives were railroad conductors, engineers and railroad employees.

The top picture, taken November 28, 1905, shows telegraph operator Charles M. Berry standing at the Panther Bluffs stop located on the rail line. The isolated area, located east of Simpson, is a scenic one that can be reached by foot these days. Both pictures were reproduced from two glass negatives loaned to the NEWS by Mr. W.E. Taylor.

RE: There were six telegraph offices on the Honesdale Branch in 1921: Our thanks to Engineer Breezy of Simpson, PA, for bringing to our attention, on July 17, 2018, the following data on the telegraph offices on the Honesdale Branch in 1921:

Honesdale Branch						
Telegraph Stations	Telegraph Calls	Penna Div. Station Numbers	Distance from Carbondale	STATIONS	AGENTS	CLASSES OF AGENCIES
			0.46	<i>Junc., Honesdale Branch</i>		
				177.26 mi. from Albany		
		L.A.	2.29	Bushwick..... Pa.		
			4.20	†Lincoln Ave. (Carbondale)..... Pa.		
			4.99	Racket Brook..... Pa.		
	P B	24½	5.69	†Whites..... Pa.		
			6.99	Panther Bluffs..... Pa.		
			8.76	†Quigley..... Pa.		
D	F V	24	11.36	■Farview..... Pa.	G. S. Dunn.....	Fr. & Tkt.
			14.04	†Canaan..... Pa.		
			14.97	Munson..... Pa.		
	D R		16.87	Lake Lodore..... Pa.		
D	W	23	17.52	■Waymart..... Pa.	A. B. Transue.....	Fr. & Tkt.
		19½	20.35	†Keene..... Pa.		
		16	21.56	†Steene..... Pa.		
D	R M	21	23.40	■Prompton..... Pa.	O. B. Romich.....	Fr. & Tkt.
		14	24.75	†Fortenia..... Pa.		
		20	25.84	†Seeleyville..... Pa.		
		19	27.15	Honesdale..... Pa.	C. J. Dibble.....	Fr. Joint with Erie R.R.
D	H	19	27.15	■Honesdale..... Pa.	C. J. Dibble.....	Joint Ticket with Erie R.R.

Panther Bluffs, Pa.: 6.99 miles from Carbondale; telegraph call "P B"

■ Interline Ticket Stations.

† Non-Agency Station.

The reference table given above is from the D&H "Official List No. 34," dated July 1, 1921 (see Below:

55. **Addition for Volume XXIII:** Photo: *September 10, 1950, Carbondale Seventh Avenue Train Station, Carbondale Unit of 109th Infantry, Pennsylvania National Guard, Departs from Carbondale for Korean War Duty.* A few hours after the departure of the 109th from the Lackawanna Valley, one section of the PNG train was involved in an accident in Ohio and more than 30 Wilkes-Barre area guardsmen were killed. The "Remember..." article given below was published in the *Scranton Sunday Times* of February 9, 1986, p. D-8:

Sunday Times, February 9, 1986 — Page D-8

Remember The 109th Leaving Carbondale for Korean War Duty?



The view is
looking
South, down
the valley.

How many people are there who can remember when the Pennsylvania National Guard was federalized for duty during the Korean War? This was the scene at the Delaware & Hudson station in Carbondale on Sept. 10, 1950, as upvalley units of the 109th Infantry left for Camp Atterbury, Ind. A few hours later one section of the PNG train was involved in an accident in Ohio and more than 30 Wilkes-Barre area guardsmen were killed.

(Area residents with photographs of the Scranton area in the past who would like to share them with Seniors Page readers should send them to The Senior Page, *The Sunday Times*, P.O. Box 3311, Scranton, Pa. 18505.)

56. Addition for Volume XII: D&H Timetable, July 1, 1892 (changes in effect, June 26th): Given below are four pages from that timetable: Albany and Troy Locals.--The Belt Line, Susquehanna Division--Troy to Binghamton; Susquehanna Division--Binghamton to Troy; and Gravity Railroad and Sleeper and Parlor Car Service on the D&H:

Albany and Troy Locals.--The Belt Line

ALBANY AND TROY LOCALS.—THE BELT LINE.																															
Unless otherwise indicated all Trains start from N. Y. C. Depot, Albany, and Union Depot, Troy.																															
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Albany.....	6.00	6.45	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.02	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.02	7.00	8.00	9.00	10.00	11.00
Livingston Ave	6.03	6.48	7.03	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.04	4.03	5.03	6.05	7.03	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.04	4.03	5.03	6.05	7.03	8.03	9.03	10.03	11.03
Menands.....	6.10	6.55	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.11	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.11	7.10	8.10	9.10	10.10	11.10
Cemetery.....	6.12	6.57	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.13	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.13	7.12	8.12	9.12	10.12	11.12
West Troy.....	6.16	7.01	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16	5.16	6.17	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16	5.16	6.17	7.16	8.16	9.16	10.16	11.16
Green Island...	6.20	7.05	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.21	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.21	7.20	8.20	9.20	10.20	11.20
River Street...	6.22	7.07	7.22	8.22	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.23	7.22	8.22	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.23	7.22	8.22	9.22	10.22	11.22
Troy.....	6.25	7.05	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Troy.....	6.40	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.05	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.05	7.00	8.00	9.00	10.00	11.00	
River Street...	7.03	7.33	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.03	4.03	5.03	6.08	7.03	8.04	9.03	10.03	11.03	12.03	1.03	2.03	3.03	4.03	5.03	6.08	7.03	8.04	9.03	10.03	11.03	
Green Island..	7.05	7.35	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.10	7.05	8.06	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.10	7.05	8.06	9.05	10.05	11.05	
West Troy.....	7.09	7.39	8.09	9.09	10.09	11.09	12.09	1.09	2.09	3.09	4.09	5.09	6.13	7.09	8.10	9.09	10.09	11.09	12.09	1.09	2.09	3.09	4.09	5.09	6.13	7.09	8.10	9.09	10.09	11.09	
Cemetery.....	7.13	7.38	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.17	7.13	8.14	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.17	7.13	8.14	9.13	10.13	11.13	
Menands.....	7.15	7.45	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.19	7.15	8.16	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.19	7.15	8.16	9.15	10.15	11.15	
Livingston Ave	7.22	7.52	8.22	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22	8.23	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22	7.22	8.23	9.22	10.22	11.22	
Albany.....	7.00	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.28	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.28	7.25	8.25	9.25	10.25	11.25	
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Troy.....	5.20	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30
Adams Street..	5.27	6.37	7.37	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.37	6.37	7.37	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.37	6.37	7.37	8.37	9.37	10.37	11.37
Iron Works....	5.27	6.37	7.37	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.37	6.37	7.37	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.37	6.37	7.37	8.37	9.37	10.37	11.37
Bath.....	5.34	6.44	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44	8.44	9.44	10.44	11.44
Greenbush....	5.39	6.49	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	6.49	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	6.49	7.49	8.49	9.49	10.49	11.49
Albany.....	5.45	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Albany.....	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	
Greenbush.....	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	
Bath.....	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.38	8.38	9.38	10.38	11.38	12.38	
Iron Works....	7.46	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.46	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.46	8.46	9.46	10.46	11.46	12.46	
Adams Street..	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51	6.51	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51	6.51	7.51	8.51	9.51	10.51	11.51	12.51	
Troy.....	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	
* Runs daily. † Runs daily except Mondays. ‡ Runs Sundays only. § Runs daily and runs to or starts from "D. & H." depot.																															
|| Runs to D. & H. depot. ¶ Starts from D. & H. depot.																															
5-29-92.																															

* Runs daily. † Runs daily except Mondays. ‡ Runs Sundays only. § Runs daily and runs to or starts from "D. & H." depot.
 ¶ Runs to D. & H. depot. ¶ Starts from D. & H. depot. 5-29-92.

Susquehanna Division--Troy to Binghamton

18

Delaware & Hudson R. R. System.

SUSQUEHANNA DIVISION.

5-29-92	317	195	1	7	21	23	9	3	25	27	29	5*
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Troy	5.50	8.30	7.20	10.00	11.50	2.10	3.20	4.25	5.05	6.15	8.15	10.25
Albany.....	6.05	8.45	7.37	10.00	12.05	2.25	3.35	4.40	5.20	6.32	8.30	11.14
Delmar.....	6.36	8.48	7.40	10.00	12.08	2.28	3.39	4.44	5.23	6.35	8.35	11.17
Slingerlands.....	7.00	8.57	7.49	10.00	12.18	2.37	3.50	4.48	5.33	6.45	8.43	11.26
Voorheesville.....	7.15	9.03	7.55	10.00	12.24	2.43	3.57	4.54	5.39	6.51	8.49	11.30
Meadowdale.....	7.30	9.10	8.03	10:33	12.30	2.50	4.04	5.01	5.45	6.57	8.55	11.39
Altamont.....	8.05	9.29	8.21	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Duane.....	8.50	9.29	8.21	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Quaker Street.....	8.50	9.29	8.21	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Mohawk.....	9.20	9.38	8.29	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Schenectady.....	9.59	9.38	8.29	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
South Schenectady.....	10.04	9.50	8.41	11.10	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Kelley's.....	10.25	9.57	8.48	11:17	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Duanesburg.....	10.25	9.57	8.48	11:17	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Quaker Street.....	12.30	10.08	9.00	11.30	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Esperance.....	9.20	9.38	8.29	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Schoharie Junction.....	9.59	9.38	8.29	10.50	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Central Bridge.....	10.04	9.50	8.41	11.10	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Howe's Cave.....	10.25	9.57	8.48	11:17	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Cobleskill.....	12.30	10.08	9.00	11.30	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Cobleskill.....	9.05	11.35	12.01	12.01	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Hyndsville.....	9.17	12.01	12.01	12.01	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Seward.....	9.26	12.12	12.01	12.01	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Sharon Springs.....	9.38	12.27	12.01	12.01	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Cherry Valley.....	10.00	12.50	12.01	12.01	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Richmondville.....	12.55	10.20	9.13	11:40	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
East Worcester.....	1.35	10.34	9.31	11:54	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Worcester.....	2.00	10.44	9.42	12:02	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Scheneyus.....	2.30	10.55	9.56	12:11	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Maryland.....	2.50	11.05	10.05	12.15	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Juo. C. & C. V. R. R.	3.20	11.17	10.20	12.28	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Colliers.....	3.27	11.20	10.23	12.31	12.33	2.53	4.07	5.04	5.48	6.60	8.58	11.43
Oneonta.....	4.00	11.41	10.45	12.55	7.35	2.00	6.30	7.05	7.19	7.19	7.19	1.48
Otego.....	11.55	11.03	1:09	7.55	2.25	6.55	7.30	7.44	7.44	7.44	7.44	2.25
Wells Bridge.....	12.04	11.13	1:17	8.15	3.00	7.15	7.50	7.64	7.64	7.64	7.64	3.00
Unadilla.....	12.13	11.23	1:26	8.35	3.18	7.35	8.10	7.84	7.84	7.84	7.84	3.18
Sidney.....	12.23	11.36	1.36	9.00	3.40	7.45	8.20	7.94	7.94	7.94	7.94	3.40
Bainbridge.....	12.37	11.50	1.49	9.15	3.59	7.59	8.34	8.08	8.08	8.08	8.08	3.59
Afton.....	12.50	12.05	2.00	9.30	4.19	8.09	8.44	8.18	8.18	8.18	8.18	4.19
Nineveh.....	1.00	12.20	2.10	9.45	4.33	8.23	8.58	8.32	8.32	8.32	8.32	4.33
Harpersville.....	1.06	12.30	2.16	9.50	4.39	8.29	9.04	8.38	8.38	8.38	8.38	4.39
Tunnel.....	1.26	12.55	2.36	10.10	5.15	8.49	9.24	8.58	8.58	8.58	8.58	5.15
Osborn Hollow.....	1.45	1.23	2.55	10.30	5.31	8.61	9.36	9.00	9.00	9.00	9.00	5.31
Port Crane.....	1.55	1.30	3.05	10.40	5.41	8.71	9.46	9.10	9.10	9.10	9.10	5.41
Binghamton.....	2.15	1.55	3.25	11.00	6.00	8.90	9.65	9.29	9.29	9.29	9.29	6.00
ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

MECHANICVILLE TO SCHENECTADY.

5-29-92	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Mechanicville.....	9.15	9.15	9.15	9.15	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40
Ushers.....	9.30	9.30	9.30	9.30	6.03	6.03	6.03	6.03	6.03	6.03	6.03	6.03	6.03
Jonesville.....	9.40	9.40	9.40	9.40	6.10	6.10	6.10	6.10	6.10	6.10	6.10	6.10	6.10
Mohawk.....	10.00	10.00	10.00	10.00	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35
Schenectady.....	10.10	10.10	10.10	10.10	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40

* Runs daily. † Stop on signal. ‡ Starts from foot of Church street. ‡ Stop to discharge passengers from Albany only. || Stops Sundays only. § Sundays only.

Susquehanna Division--Binghamton to Troy

Delaware & Hudson R. R. System.

19

SUSQUEHANNA DIVISION.

5-29-92	8*	18	22	10		2	24	26	4	6*	16	30†
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
Binghamton.....	12.45	8.45	.....	.....	.....	7.40	.....	.....	1.15	4.20	6.10	.....
Port Crane.....	.....	9.15	.....	.....	.....	7.53	.....	.....	1.30	.....	6.32	.....
Osborn Hollow.....	.....	9.27	.....	.....	.....	7.58	.....	.....	1.36	.....	6.38	.....
Tunnel.....	.....	10.10	.....	.....	.....	8.11	.....	.....	1.49	.....	7.12	.....
Harpersville.....	.....	10.30	.....	.....	.....	8.24	.....	.....	2.01	.....	7.30	.....
Nineveh.....	.....	10.38	.....	.....	.....	8.27	.....	.....	2.04	5.03	7.35	.....
Afton.....	.....	10.55	.....	.....	.....	8.36	.....	.....	2.15	5.11	7.50	.....
Bainbridge.....	.....	11.15	.....	.....	.....	8.50	.....	.....	2.28	5.19	8.07	.....
Sidney.....	2.15	11.40	.....	.....	.....	9.00	.....	.....	2.40	5.30	8.23	.....
Unadilla.....	2.27	12.00	.....	.....	.....	9.08	.....	.....	2.50	5.38	8.37	.....
Wells Bridge.....	.....	12.15	.....	.....	.....	9.17	.....	.....	3.00	.....	8.51	.....
Otego.....	2.50	12.23	.....	.....	.....	9.28	.....	.....	3.11	5.54	9.05	.....
Oneonta.....	3.10	12.55	.....	7.00	.....	9.50	.....	.....	3.35	6.25	9.30	6.15
Colliers.....	.....	P. M.	.....	7.12	.....	10.01	.....	.....	3.48	.....	P. M.	6.35
Juc. C. & O. V. R. R.	.....	.....	.....	7.15	.....	10.05	.....	.....	3.52	6.37	.....	6.45
Maryland.....	3.40	.....	.....	7.25	.....	10.17	.....	.....	4.03	.....	.....	7.25
Schenevus.....	3.50	.....	.....	7.35	.....	10.25	.....	.....	4.10	6.52	.....	7.50
Worcester.....	4.04	.....	.....	7.44	.....	10.34	.....	.....	4.20	.....	.....	8.25
East Worcester.....	4.17	.....	.....	7.54	.....	10.43	.....	.....	4.29	.....	.....	9.00
Richmondville.....	.....	.....	.....	8.08	.....	10.57	.....	.....	4.43	7.20	.....	9.50
Cobleskill.....	4.50	.....	.....	8.22	.....	11.10	.....	.....	4.57	7.31	.....	11.50
Cherry Valley.....	.....	.....	.....	8.50	.....	10.10	.....	.....	3.30	.....	.....	.....
Sharon Springs.....	.....	.....	.....	7.22	.....	10.30	.....	.....	3.55	.....	.....	.....
Seward.....	.....	.....	.....	7.40	.....	10.40	.....	.....	4.10	.....	.....	.....
Hyndsville.....	.....	.....	.....	7.57	.....	11.50	.....	.....	4.21	.....	.....	.....
Cobleskill.....	.....	.....	.....	8.10	.....	11.05	.....	.....	4.35	.....	.....	.....
Howe's Cave.....	5.05	.....	.....	8.35	.....	11.22	.....	.....	5.07	.....	.....	12.30
Central Bridge.....	5.14	.....	.....	8.42	.....	11.29	.....	.....	5.15	.....	.....	12.51
Schoharie Junction.	.....	.....	.....	8.47	.....	11.34	.....	.....	5.20	.....	.....	12.56
Esperance.....	.....	.....	.....	8.54	.....	.....	.....	.....	5.27	.....	.....	1.25
Quaker Street.....	.....	.....	.....	9.15	.....	12.20	.....	.....	5.40	.....	.....	.....
Duanesburg.....	.....	.....	.....	9.30	.....	12.35	.....	.....	5.55	.....	.....	.....
Kelley's.....	.....	.....	.....	9.45	.....	12.50	.....	.....	6.10	.....	.....	.....
South Schenectady.	.....	.....	.....	10.00	.....	1.05	.....	.....	6.27	.....	.....	.....
Schenectady.....	.....	.....	.....	10.15	.....	1.20	.....	.....	6.45	.....	.....	.....
Mohawk.....	.....	20	.....	10.22	.....	1.30	.....	.....	6.55	.....	28	.....
Quaker Street.....	5.40	A. M.	.....	9.02	.....	11.50	.....	.....	5.35	.....	P. M.	2.25
Duane.....	.....	.....	.....	9.06	.....	.....	.....	.....	.....	.....	.....	2.40
Altamont.....	.....	6.15	7.50	9.22	.....	12.08	12.45	3.10	5.52	.....	7.00	3.15
Meadowdale.....	.....	6.22	7.56	9.30	.....	.....	12.52	3.16	.....	.....	7.06	3.30
Voorheesville.....	.....	6.28	8.03	9.40	.....	12.18	12.59	3.23	6.03	.....	7.13	3.50
Slingerlands.....	.....	6.36	8.10	9.50	.....	12.25	1.06	3.31	6.11	.....	7.20	4.15
Delmar.....	.....	6.39	8.14	9.54	.....	12.28	1.09	3.35	6.14	.....	7.23	4.38
Albany.....	6.40	6.55	8.30	10.12	.....	12.45	1.25	3.50	6.30	8.50	7.40	4.55
Troy.....	7.05	.....	.....	.....	.....	.....	.....	.....	7.00	9.10	.....	.....
ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

SCHENECTADY TO MECHANICVILLE.

5-29-92	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Schenectady.....	7.05	.....	.....	.....	3.55	.....	.....
Mohawk.....	7.10	.....	.....	.....	4.00	.....	.....
Jonesville.....	7.50	.....	.....	.....	4.30	.....	.....
Ushers.....	8.06	.....	.....	.....	4.38	.....	.....
Mechanicville.....	8.30	.....	.....	.....	4.55	.....	.....

No. 6 leaves D. & H. Depot, Albany, for Boston, at 8.50 P. M.

* Runs daily. † Stop on signal. ‡ Stops foot of Church street.
 † Stops to discharge passengers.

Six Gravity
Railroad trains
daily, both ways,
Carbondale--
Honesdale--
Carbondale

Gravity Railroad and Sleeper and Parlor Car Service

22

GRAVITY RAILROAD.

P.M.	P. M.	P.M.	P. M.	A. M.	A. M.	A. R.	4-10-92	LV	A.M.	A. M.	A. M.	P.M.	P. M.	P.M.
6.55	4.55	2.50	12.40	10.50	8.50	.....	Carbondale.....	7.55	9.30	11.05	1.25	3.09	6.00	
6.18	4.18	2.13	12.03	10.13	8.13	.....	Farview.....	8.23	9.58	11.33	1.53	3.37	6.28	
6.09	4.09	2.04	11.54	10.04	8.04	.....	Waymart.....	8.33	10.08	11.43	2.03	3.47	6.38	
5.30	3.30	1.25	11 15	9 25	7 25	.....	Honesdale.....	9.10	10.45	12.20	2.40	4.24	7.15	
....	9AM00	....	A. M.	....	....	....	NEW YORK.....	....	....	P. M.	8.37	....	....

SLEEPING AND PARLOR CAR SERVICE.

SARATOGA AND CHAMPLAIN DIVISION.

Plattsburgh and Boston via Rutland, Nos. †3, and †4.
New York and Saratoga, Nos. †101, †27, †19, *103, †5, *7, †16, †18, †10, †102, †4 and *8.
New York and Montreal, Nos. †101, *103, †4 and *104.
Albany and Montreal, Nos. *7-103 *104-8.
New York and Plattsburgh, Nos. †101, *103, *7, †4, †102, *8 and *104.
New York and Caldwell, Nos. †101-23 and †30-10.
Washington and Saratoga, Nos. †29 and †22.
Point Pleasant, N. J., and Saratoga, Nos. †25-5 and †22.
Jersey City and Caldwell, Nos. †25-5 and †20.
Albany and Baldwin, Nos. †21-1 and †4.
Albany and Caldwell, Nos. †33, †25-5, †20 and †26.
Troy and Plattsburgh, Nos. †11, †101, *103, *7, †4, †102, †10, *8 and *104.
Boston and Saratoga, Nos. †17 and †22.
Caldwell to N. Y. Sunday nights only, Nos. *84 and *8, commencing July 10.

SUSQUEHANNA DIVISION.

Boston and Hornellsville, Nos. †7 and *8.
Boston and Chicago, Nos. *5 and †6.
Albany and Binghamton, No. †3 and †4.
Albany and Sharon, Nos. †1 and †2.

* Sleeper.

† Drawing Room

CONNECTIONS.

AT ALBANY with New York Central & Hudson River R. R., West Shore Ry., Boston & Albany R. R. and People's Line Steamers and Day Line Steamers.
AT TROY with N. Y. C. & H. R. R. R., Fitchburg R. R. and Citizen's Line Steamers.
AT SARATOGA with the Adirondack R. R.
AT RIVERSIDE with Stages for Pottersville, Schroon Lake, Chestertown and Brandt Lake.
AT SCHENECTADY with N. Y. C. & H. R. R. R., and Susquehanna Division.
AT NORTH CREEK with Stages for Blue Mountain and Steamers for Raquette, Forked and Long Lakes.
AT RUTLAND with Central Vermont R. R.
AT CALDWELL with Lake George steamer.
AT FORT TICONDEROGA with Steamers for Burlington and all Lake points.
AT POULTNEY with Stages for Middletown Springs.
AT EAGLE BRIDGE with Fitchburg R. R.
AT WESTPORT with Stages for Elizabethtown, Keene Valley.
AT PORT KENT with K., A. C. & L. C. R. R. for Ausable Chasm and Keesville.
AT PLATTSBURGH with Chateaugay R. R. for Saranac Lake and Adirondack Mt. Points.
AT ROUSES POINT with G. T. Ry., O. & L. C. R. R., and Canada Atlantic R. R.
AT VOORHEESVILLE with West Shore Ry.
AT SCHOHARIE JUNCTION with Schoharie Valley R. R.
AT QUAKER STREET with Schenectady Branch.
AT COBLESKILL with Cherry Valley Branch.
AT C. & S. JUNCTION with Cooperstown and Charlotte Valley R. R.
AT SIDNEY with New York, Ontario and Western R.
AT NINEVEH with Pennsylvania Division
AT BINGHAMTON with Erie Ry., and Delaware, Lackawanna and Western Ry.
AT HONESDALE with Erie Ry.
AT SCRANTON with D. L. & W. R. R.
AT WILKESBARRE with Lehigh Valley, Pennsylvania and C. R. R. of N. J.

57. **Addition for Volume XIV:** The Delaware and Hudson offices on North Main Street in Carbondale were closed on June 25, 1958, and the D&H headquarters moved to the general yard office in the northerly end of the Carbondale yard. That we know from the newspaper clipping given below:

D&H Removes Headquarters From Historic N. Main To Yard Ofice

June 25/58

Delaware and Hudson employees today were in process of removal of headquarters from the N. Main St. offices which have been occupied for more than a century to the general yard office in the northerly end of the Carbondale yard.

The move is one more step in the downgrading of Carbondale as a railroad center, a reduction in importance stemming basically from the decline of the anthracite industry and accentuated by the conversion from steam to diesel power.

Where steam required extensive maintenance facilities here diesel requires little and its operating range can be reckoned in terms of system rather than division.

Carbondale, once the headquarters of the Pennsylvania Division and the center of extensive engine and car repair facilities, as well as train classification, was given a status of much lesser importance when the Pennsylvania and Susquehanna Divisions were combined and headquarters established at Oneonta.

Late in April of this year it was announced that the Delaware and Hudson would consolidate its Pennsylvania-Susquehanna and Saratoga-Champlain Divisions effective July 1.

Today's abandonment of the historic N. Main St. headquarters is another step. Numerous changes in personnel are rumored, but as yet, it was reported at the offices

today, only two have been announced officially. The others are expected momentarily.

The one is the announcement of the retirement of James K. Bradt, assistant superintendent with headquarters here, effective July 1, at his own request.

Mr. Bradt entered the service of the road in 1912 and has been an officer of the corporation 35 years.

The other is the announcement of the retirement of Karl F. Spiegel, director of car utilization of this division and with headquarters in Carbondale. He retires July 1, at his own request.

He entered the service in 1904 and has been an officer of the corporation 28 years.

Retirement
announced of
James K. Bradt
and Karl F.
Spiegel

"Carbondale, once the headquarters of the Pennsylvania Division, and the center of extensive engine and car repair facilities, as well as train classification, was given a status of much lesser importance when the Pennsylvania and Susquehanna Divisions were combined and headquarters established in Oneonta."

On July 1, 1958, the Pennsylvania-Susquehanna and the Saratoga-Champlain Divisions were consolidated.

58. Addition for Volume XIV: Seven Dundaff Street Viaduct photos by Mike Bischak, who shared them with SRP in June 2018. The fire photos were taken July 12, 1981 by Mike Bischak; the demolition photos were taken June 26, 1983 by Mike Bischak.



59. Addition for Volume XII: William White elected president of the D&H, 1954. Newspaper clipping in the holdings of the Carbondale D&H Transportation Museum, dated September 29, 1954:

White Scheduled To Head D. & H. Railroad And Co.

Sept 29/54

William White, former president of the New York Central Railroad and the Lackawanna Railroad, was slated to be elected president of the Delaware & Hudson Railroad Corp., and its parent, the Delaware & Hudson Co., this afternoon by the board of managers of the latter firm.

The D&H Co. is a holding company which owns all of the capital stock of the D&H Railroad Corp., and the Hudson Coal Co., major producer in the Lackawanna Valley.

Mr. White is to succeed Joseph H. Nuelle, 73, as president of the D&H Co., and also to become chief executive officer. Mr. Nuelle relinquishes the post in favor of the 57-year-old White. Mr. Nuelle became head of the firm in 1938 succeeding the late Leonor F. Loree.

The new D&H head lost out to Robert Young in a spectacular New York Central proxy fight. He also served as president of the Lackawanna Railroad from 1941 to Aug. 1, 1952.

In addition to heading the D&H Co., Mr. White is to assume the presidency of the railroad corporation which operates 793 miles of railroad, in New York, Pennsylvania and Vermont. The railroad's lines extended from the Canadian border at Rouses Point, N. Y., due south to Schenectary and Albany, then southwestward to Binghamton, N. Y., and Wilkes-Barre.

The D&H's Pennsylvania Division offices are located at 81 North Main St., this city.

D&H Co. and D&H Railroad officers do not hold any office in the Hudson Coal Co., which owns and operates valuable coal properties in the anthracite region.

Mr. White was born in 1897 in Midland Park, N. J., and began his railroad career as a clerk in the auditor's office of the Erie Railroad in New York in 1913. He later transferred to the New York, Susquehanna & Western Railroad and

became secretary to the assistant director of the Eastern Region and secretary of the New York District Conference Committee of the United States Railroad Administration.

His predecessor has headed the D&H Co. since 1939 and prior to that he was president of the New York, Ontario and Western and the Lehigh Coal & Navigation Co., and its subsidiaries.

60. **Addition for Volume XII:** One of the primary objectives of William White, as president of the D&H, was "to boost D&H traffic volume." That we know from the newspaper clipping given below, dated September 30, 1954, in the holdings of the Carbondale D&H Transportation Museum:

White Aims To Boost D&H Traffic Volume

Sept 30/54

William White, one of the nation's top railroad men, became president of the Delaware & Hudson Railroad Corp, and its parent, the Delaware & Hudson Co., confirming a story in the NEWS yesterday.

The election took place at a meeting of the board of managers of the D&H Co. at New York.

Mr. White, who is 57, also became chief executive of the two firms. He succeeds Joseph H. Nuelle who has been elected to the position of chairman of the board of the railroad.

Following his election, Mr. White, who formerly was president of the New York Central and prior

to that of the Lackawanna Railroad, was given a reception which was attended by members of the board and principal officers of the company.

The new D&H president said he was "delighted that Mr. Nuelle will remain as chairman and assist in the most pressing problem of endeavoring to increase anthracite tonnage."

In accepting the presidency, Mr. White said "I am delighted to become president of such a fine company as the D & H which Mr. Nuelle has brought to a high state of efficiency and the debt of which he has so substantially reduced during his incumbency.

"My job will be to see that the D & H is able to continue its dividend of \$1 quarterly and increase it if possible. To that end I will do everything possible to increase D & H's volume of traffic."

The Pennsylvania Division offices of the railroad are located in this city.

61. **Addition for Volume XI:** Jefferson Branch Sold to D&H: 1955. The newspaper clipping shown below, in the holdings of the Carbondale D&H Transportation Museum, is dated "Mar 30 / 55":

D&H '54 Report Confirms NEWS Story On 'Jeff'

Mar 30/55

Sale Of Division By Erie Now Leaves That Road With Lease Right

An exclusive story published in the Carbondale Daily News on Jan. 12 was confirmed this week in the 1954 annual report of the Delaware and Hudson Company.

The NEWS' Jan. 12 story announced that the Erie and Delaware and Hudson Railroads had reached an agreement on sale of the Erie's Jefferson Division to the D&H, the transfer dated effective as of Jan. 1, 1955. The NEWS story had the following to say about the agreement:

"Acquisition of the 34.5 miles of track extending from West Carbondale north to Jefferson Junction gives the Delaware and Hudson title to the entire line which extends from Wilkes-Barre to Rouses Point and makes the D&H a strategic bridge line to New England and Canadian points."

The Jan. 12 story further related that the D&H had a long term lease on the branch with the Erie doing maintenance work. Now the D&H becomes the owner and the Erie holds operating privileges.

Following is the portion of the 1954 report devoted to the purchase of "The Jeff."

"The Delaware and Hudson Railroad Corporation entered into an agreement with the Erie Railroad Company, under date of January 1, 1955, to purchase that portion of the Erie's double track Jefferson Division between Jefferson Junction and Carbondale, Pa., 34.6 miles, which has been operated as a segment of D. & H. main line under a trackage agreement dated January 1, 1898. The agreed purchase price was \$3,500,000 and a down payment of \$1,000,000 was made in January 1955. The balance of \$2,500,000 is to be paid in five annual installments of \$500,000 each, commencing January 1, 1956. Transfer of title is to be made within 60 days after receipt of approval from the Interstate Commerce Commission, other regulatory agencies of government having jurisdiction, and the Erie mortgage trustees. The purchase agreement stipulates that the Erie will have trackage rights over this section starting January 1, 1955 and continuing until the year 2015. The trackage agreement dated January 1, 1898 will be cancelled upon passing of title."

62. **Addition for Volume XVI:** In 1955, the D&H scrapped 798 of its old, wooden hopper cars. That we know from a newspaper clipping, dated March 17, 1955, in the holdings of the Carbondale D&H Transportation Museum. Here is the text on that clipping:

"D&H Scrapping 798 Old Wooden Hooper Cars / Rolling Stock Built in 1906 and 1907 Goes to Bethlehem Steel/ With all of its steam power replaced by diesel-electric and sold for scrap, the Delaware and Hudson Railroad now is disposing of another link with the past, 798 wooden hopper cars built in 1906 and 1907. / Half of these cars will be moved off the D&H system by way of Wilkes-Barre and half by way of Binghamton. All are going to Bethlehem

Steel plants for scrapping. The first shipment of 50 left Carbondale last week and another 50 went out this week. Other shipments are from points on the northerly portion of the line. / The cars are outmoded by today's standards. Their frames are of steel but the sides and hoppers are of wood. Wooden hopper construction is objected to by coal dealers, and especially so in winter. The cars are of 40 tons capacity as compared with the 50 and 70 ton cars now standard."

63. Addition for Volume XXIII: Biographical portraits of selected D&H men, as reported in the August 8, 1921 issue of *The Scranton Republican*:

DAVID B. ROBBINS (the oldest conductor in the employ of the Delaware & Hudson Railroad Company in 1921): In 1868 Conductor Robbins commenced running on the Gravity road from Farview to the Switchback, now known as Racket Brook. In 1871 the Delaware and Hudson company commenced to carry passengers upon their road. Three years later he entered the steam service, breaking on coal and freight trains. In 1876 he served the year in the passenger department when he reentered the freight service. In 1877 he was promoted to conductor of freight, later being transferred to the passenger service and has served as conductor continuously since. He has been running trains forty-five years. / Conductor Robbins is proud of his bars and stripes upon his left coat sleeve. The gold bars each represent five years; totalling twenty and the stars, of which there are seven, also count for five years each in service, making a grand total of fifty-five years. Conductor Robbins, however, completed his fifty-sixth year with the Delaware and Hudson company on the 14th day of last March.

WILLIAM R. CLIFT, trainman under Conductor Robbins, is also a Wayne county boy, having been born at Hubbard, near Waymart, on the Delaware and Hudson road. At the age of 13 he began breaking on the Gravity, running on coal trains between Honesdale and Waymart. This he followed for three years, entering passenger service on the Gravity, running from Carbondale to Honesdale, breaking and running as extra. Trainman Clift was on the last Gravity train out of Honesdale and on the first steam Delaware and Hudson train to enter Honesdale. He has been in the passenger service continuously except for three years spent in the Carbondale yard.

ORVILLE A. STEELE, baggagemaster on Conductor Robbins' train, has served the Delaware and Hudson company 42 years. He, too, was born in Wayne county, Prompton being his birthplace. In 1879 he commenced working at No. 1 in Carbondale, where he remained a few years being engaged in different kinds of employment until 1882, when he went on the steam road as passenger brakeman. In 1886 he secured the job of train baggagemaster, which situation he has since held.

CONDUCTOR JAMES J. WARD, who is in charge of what is known as the Honesdale train of the D. & H., has been conductor for forty years and according to the four bars and six stars that decorate his left coat sleeve he has given fifty years of continuous service to the Delaware

and Hudson company. Twenty-six out of the 40 years as conductor Mr. Ward has had the same engineer, Jael M. Arnold. These runs were between Wilkes-Barr [sic] and Carbondale and from Honesdale to Carbondale. Conductor Ward was born in Wilkes-Barre and when a lad of 16 years he started breaking on a coal train, running between Hudson and Green Ridge. He continued this kind of work four years when he was promoted to conductor in charge of coal and freight trains around the coal mines. During the past twenty years Mr. Ward has been a passenger train conductor. Since December 1907, fourteen years, he has been a resident of Honesdale.

ENGINEER Jael M. Arnold of the Honesdale train first carried water on a section at Hudson when 11 years of age. This he did for two years, when he went to school leaving at 16 years to go firing, becoming an engineer in 1888 on coal and freight. He was transferred to passenger service in 1902, his first run being between Ninevah [sic] and Wilkes-Barre. Engineer Arnold came to Honesdale 14 years ago.

EDWARD S. UGLOW, trainman under Conductor Ward, has been in service on the Delaware and Hudson railroad since a boy 13 years old, when he began carrying water at Plane 17, on the Gravity. He was transferred to "hooking on" at foot of 17 plane and later commenced breaking on a coal train running from Waymart to Honesdale. In 1896 he began breaking on the gravity passenger train and later on the steam road then, however, in the capacity of train baggagemaster. Afterwards he was reinstated as trainman, which position he has held the past few years. Trainman Uglow was born in Canaan township near Prompton.

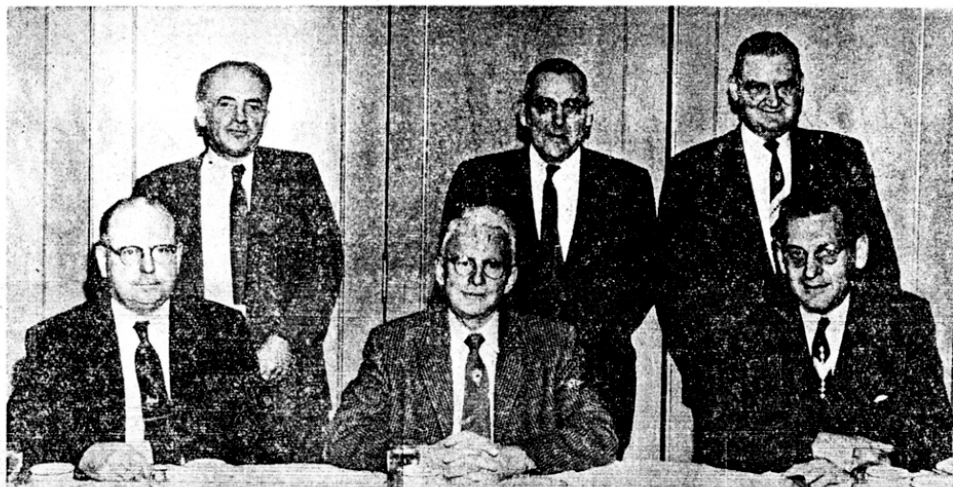
JOSEPH S. FOX, baggagemaster on Conductor Ward's train, has been an employee of the Delaware and Hudson company for 38 years, the past 12 years having been spent on the Honesdale branch. He began his career in Carbondale when a lad of 15 years tending switches. Later on he did extra work on coal and freight trains and breaking on passenger trains. From this kind of work he was promoted to baggagemaster on the main line train, running between Carbondale and Wilkes-Barre and north.

JAMES L. LINDSAY, who is in charge of the Honesdale yard engine, came here twenty-three years ago, when the Gravity was changed to a steam road. It was on July 4, 1908, and his first duties consisted of pulling the work train. After the completion of the road Mr. Lindsay was transferred to the local yard engine, which situation he had continuously held. Engineer Lindsay came to the Delaware and Hudson company in 1883 from New Mexico, his first work being that of firing an engine on the main line.

CYRENIUS J. BALL, conductor of the Honesdale way freight, commenced his work with the Delaware and Hudson company by breaking in Nineveh, coming to Carbondale and from that city to Honesdale. He has served as conductor on coal and freight for several years and has been extra passenger conductor upon many occasions.

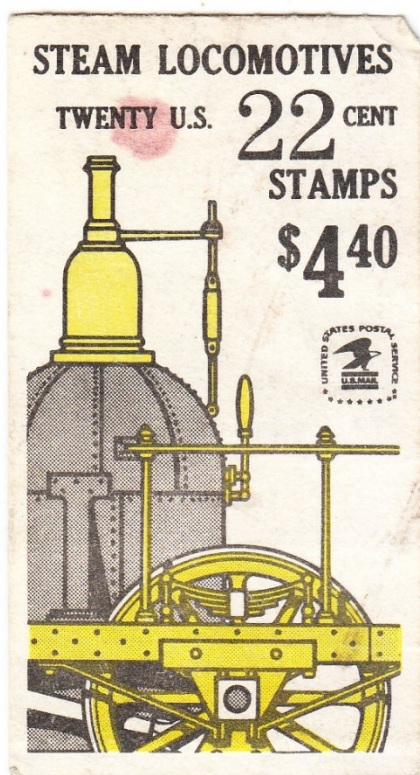
CHARLES J. DIBBLE, agent for the Delaware and Hudson Railroad Company, came to Honesdale April 13, 1899. During his administration here several young men have learned the freight business. Neal Hiller, son of Rev. and Mrs. Will H. Hiller, of Scranton, an apprentice under Mr. Dibble, is now chief clerk to the general passenger agent; Charles Chapman, who served under Mr. Dibble as ticket treasurer, has advanced to division passenger agent of the Lehigh Valley railroad, with headquarters in Wilkes-Barre; Frank Colwell is agent at Parsons; Henry Soete is telegrapher and ticket clerk in the Honesdale station of the D & H; Herbert H. Hiller, former clerk, is now in the Honesdale postoffice; Earl Gager, who received the rudiments of the railroad business here, is now engaged in business in Scranton; Jacob Balles, clerk, has served 14 years in the Honesdale freight office, George Wolf, freight handler, Russell Starnes, Robert Riefier, and others, are working for or received instruction under Agent C. J. Dibble. The latter first entered the employ of the Delaware and Hudson Company on August 1, 1888 at Dixon, remaining at that station two months. He was then transferred to Minooka, remaining there nearly 11 years, when he was sent to Honesdale.

Vol. 84, No. 210. *10-24-56* Two Sections CARBONDALE, PA., THURSDAY, OCT



181

65. Addition for Volume XIX: Stourbridge Lion postage stamp, USA 22 cents:



66. **Addition for Volume XII:** Numbers and locations of block signals on Nineveh branch, effective May 15th, 1905:

THE DELAWARE & HUDSON COMPANY.

Office of the Superintendent,

PENNSYLVANIA DIVISION.

Following are numbers and location of block signals on Nineveh Branch as per rule No. 312 of Rules Governing the Operation of Automatic Block Signals effective May 15th, 1905.

SOUTH BOUND SIGNALS.

Number of Signals	LOCATION	Number of Mile Post	
		From ALBANY	From W'BARRE
118.2	1748 Ft. North of	119	92
119.2	1265 " South "	119	92
119.4	407 " North "	120	91
121.2	805 " South "	121	90
121.4	811 " North "	122	89
122.2	426 " North "	123	88
123.2	2242 " North "	124	87
124.2	1874 " North "	125	86
125.2	1513 " South "	125	86
126.2	2467 " South "	126	85
127.2	711 " South "	127	84
128.2	1957 " South "	128	83
129.2	1313 " South "	129	82
129.4	301 " North "	130	81
130.2	497 " North "	131	80
131.2	924 " North "	132	79
132.2	1918 " North "	133	78
133.2	1937 " North "	134	77
134.2	2265 " North "	135	76
135.2	2545 " South "	135	76
135.4	134 " North "	136	75
136.2	579 " North "	137	74
137.2	1859 " North "	138	73
138.2	2169 " North "	139	72
139.2	1723 " South "	139	72
140.2	1523 " South "	140	71

NORTH BOUND SIGNALS.

Number of Signals	LOCATION	Number of Mile Post	
		From ALBANY	From W'BARRE
118.1	1020 Ft. North of	119	92
119.1	2396 " South "	119	92
120.1	1407 " South "	120	91
121.1	1976 " South "	121	90
122.1	103 " South "	122	89
123.1	18 " South "	123	88
123.3	329 " North "	124	87
124.1	577 " North "	125	86
126.1	20 " South "	126	85
126.3	2328 " North "	127	84
127.1	1297 " South "	127	84
128.1	1643 " North "	129	82
129.1	1975 " South "	129	82
130.1	2070 " South "	130	81
131.1	1892 " South "	131	80
132.1	1175 " South "	132	79
132.3	577 " North "	133	78
133.1	516 " North "	134	77
134.1	316 " North "	135	76
135.1	2411 " North "	136	75
136.1	242 " South "	136	75
137.1	1205 " South "	137	74
137.3	448 " North "	138	73
137.3	448 " North "	138	73
138.1	1246 " North "	139	72
139.1	1121 " North "	140	71
140.1	1266 " South "	140	71
140.3	2539 " South "	140	71

H. E. GILPIN,
SUPERINTENDENT.

67. Addition for Volume XX: Coal found at Panther's Bluff:

In 1905, Thomas and John Scanlon purchased 700 acres of land at Panther's Bluff, east of Simpson, in which, they claimed, they had discovered a vein of coal. The Scanlons were not the first persons who claimed that there was a vein of coal at Panther Bluff. That we know from the opening words of the article given below from a 1905 Carbondale newspaper which begins as follows: "It is again [emphasis added] claimed that there has been a discovery of a vein of coal in Panthers' Bluff....." Here is that article:



68. Addition for Volume XVII: Number 3 Shaft in Carbondale was destroyed by fire on March 13, 1905.

From that article we learn the following facts about No. 3 shaft:

- Number 3 shaft was located at the Lookout on Pike Street on Carbondale
- Over 200 men worked at No. 3 Shaft
- This is the second time within a few years that the shaft has been burned
- The fire was caused by an over-heated stack in the boiler house

- The carriage house, engine house, and nest of 5 boilers were destroyed in the fire
- The plant was used to lower men into No. 3 mine, and also supplied steam for pumps and underground apparatus
- The 50 to 60 men employed in the underground workings at No. 3 shaft are now thrown out of work
- Number 1 mine, where over 200 men are employed, which is connected to Number 3 mine, were also thrown out of work by this fire

Here is that article, dated March 13, 1905:



The plant was used to lower men into No. 3 mine, and also supplied steam for pumps and underground apparatus. The pumps were rendered useless, and unless they can be soon repaired, there is danger of the mine being flooded.

From fifty to sixty men were employed in the No. 3 workings proper and these are thrown out of work. No. 1 mine, which is connected with No. 3, was also thrown idle, but it is expected that it will be in operation again in a few days. Over 200 men are employed in the latter.

69. **Addition for Volume XXIII:** In the period October 1884-October 1885, a roller skating craze swept through the Upper Lackawanna Valley (see Section 2329 of Volume XXIII, pp. 349-372, in Powell's D&H series). In November 1905, twenty years later, roller skating fever once again broke out in Carbondale, as we learn from the article given below from the November 27, 1905 issue of the *Carbondale Leader*:

NOVEMBER 27, 1905.

THE ROLLER SKATING FEVER ONCE MORE BREAKS OUT IN THIS CITY

The Rink in Watt's Hall Was Crowded Last Evening by Enthusiastic Young Folks-- Scenes of the Revival of the Sport.

Like comets, eclipses of the sun or plagues of locusts, there are certain diseases that seem to swing 'round in a circle and visit us at regular periods. The roller skating fever is one, and just now the air appears to be filled with this microbe. The opening of the rink in Watt's hall last night was the signal for an outpouring of young people who were ready to do and dare in this new form of excitement. They buckled on the rollers with enthusiasm and the next moment found themselves treading on very uncertain ground. But the fever is on, and in the language of the streets it "had 'em all going" last night.

There were but a few of the well known, old-time figures in the crowd and they were conspicuous by the grace with which they did it. The big majority were beginners, and they struggled and laughed and sweated and fell and enjoyed it all immensely; every minute of it. Perhaps an exhibition by a fancy skater would help to teach the younger generation the possibilities of the skill in this amusement and how fascinating it can be made. To the average onlooker last night it looked like rather crude sport. It all comes with practice, however, and when the boys and girls who tussled with the unruly rollers last night will have mastered the art they will be swinging along in time with the music and cutting quite a dash before the admiring spectators.

A half dozen members of the Mozart band were seated at one end of the hall, but their concert selections were hardly loud and brassy enough to drown the clatter of the skates that are said to be of improved form over those of two decades ago. The box-wood rollers have given way to a composition material called hemacite, and these are made to run easier by means of ball bearings.

The management had provided 150 pairs of skates for rent, but there were not nearly enough to supply the demand. They were all new and long before the evening was over the disappointed ones were bargaining for first chance to secure them tonight. As this could not well be arranged, there will doubtless be a rush when the doors are opened this evening. And right here we might give a tip to some enterprising hardware dealer to lay in a supply. From the present malignant appearance of the epidemic their sale would perceptibly increase his bank account, as every mother's son who had them on last night will soon want to own a pair.

70. **Addition for Volume XVIII:** William H. Richmond, about whom there is much material in Volume XVIII in the D&H series by S. R. Powell, was one of the leading industrialists in the upper Lackawanna Valley in the nineteenth century. On September 5, 1906, Emeline Kirtland Richmond, the daughter of Mr. and Mrs. William H. Richmond, and Dr. Julius D. Dreher were married at Richmond Hill. Here is the account of that wedding that was published in a Scranton newspaper on September 6, 1906:

THURSDAY, SEPTEMBER 6, 1906.

PRETTY WEDDING AT RICHMOND HILL

Miss Emeline Kirtland Richmond
Married to Dr. Julius D.
Dreher, of Selwood, S. C.

LARGE NUMBER OF GUESTS.

Richmond Hill, the home of Mr. and Mrs. W. H. Richmond, in North Scranton, was the scene yesterday of a very pretty wedding, when their daughter, Miss Emeline Kirtland Richmond and Dr. Julius D. Dreher, of Selwood, S. C., were united in marriage. The ceremony was performed at 5 o'clock by Rev. Dr. McLeod. He was assisted by Rev. Dr. S. C. Logan.

At that hour the broad pathway was lined by guests as Rev. Dr. James McLeod, until recently the pastor of the First Presbyterian church, accompanied by Rev. Dr. S. C. Logan, walked together to the dias, where they were to receive the bridal party. Following them came Mr. H. B. Cox, of Catawauqua, with S. H. Kingsbury, of this city, and the two other ushers, Mr. Thomas M. Beynon, of Philadelphia, and Mr. Julian Morris, of this city, a cousin of the bride. The best man, Mr. Ernest F. Dreher, of Columbia, S. C., a brother of the bridegroom, walked with little Fred Tracy, the bride's nephew, who, dressed in white, was her page, and only attendant. Then came the bridegroom with bride.

At the conclusion of the wedding, prayer was offered by Dr. Logan, who had known the bride since infancy.

The ceremony was performed in a hall on the third floor and the bridal couple stood under a canopy of laurels. The decorations were chiefly of laurel, palms and ferns, though there were cut flowers in profusion.

The bride wore an exquisite gown of Chantilly lace over white chiffon and white hat. The wedding music was played by an orchestra stationed in the hall. The bridal party received congratulations in the west drawing room. On the veranda, where many of the guests were served, large flowering palms and

cunningly arrayed ropes of laurel provided a delightful and attractive setting. Morel Bros. had charge of the decorations, and Williams catered. Bauer furnished the music.

Mr. and Mrs. Dreher were the recipients of many valuable presents. They left last night for the south, where they will spend a month. They will later return here for a short time, and on October 28 will leave for Tahiti, Society islands, which is almost 7,000 miles from Scranton, where they will be at home, Mr. Dreher having been appointed consul general of the islands by President Roosevelt.

The bride is one of the most popular of the society young women of the city and has hosts of friends. The groom is one of the best known citizens of South Carolina, and is a scholar of unusual attainments. He is also a lawyer and has degrees from several institutions. He was president of Roanoke college, Virginia, for many years and during his regime it became a prosperous and widely known institution. A close personal friendship exists between him and President Roosevelt.

The following guests from out of town were present:

Phelps, N. Y.—Mrs. August McLeod, Miss Harriet Sayre.
South Manchester, Conn.—Mrs. Albert Richmond, Mrs. W. S. Gilliam, Weeks Cheney.

Kingston, N. Y.—Mrs. G. D. B. Hasbrouck, Miss Hasbrouck, Mrs. Albert Ellis, Miriam Ellis, Miss Louise Tremper, William Holmes.

Syracuse, N. Y.—Miss Marion Morris, Miss Nellie Morris.

Danville, Pa.—Miss Bright.

Philadelphia—Mrs. Martin Maloney.

Brooklyn, N. Y.—Mr. and Mrs. Bates.

Flushing, L. I.—Miss Hurd.

Wilkes-Barre—Miss McCartney, Mrs. L. L. Reese, Miss Elizabeth Harvey.

New York—Mrs. A. Hutchinson.

Carbondale—Mrs. James Burr, Miss Burr, Miss Ruth Burr, Mrs. Meaker, Mrs. W. A. Manville, Mrs. A. Manville, Mrs. A. P. Troutwine, Mrs. W. T. Colvil and Miss Joslyn.

Rome, Italy—Dr. and Mrs. Charles Parke.

The city guests included: Mr. and Mrs. J. A. Lansing, Mrs. C. D. Simpson, Mrs. George A. Blanchard, Mrs. J. P. Dickson, Mrs. Richard Weisenfluh, Mr. and Mrs. L. R. Steele, Mrs. L. B. Powell, Mrs. E. P. Kingsbury, Mr. and Mrs. W. F. Mattes, Mrs. Jane L. De Witt, Mr. and Mrs. Arthur Lamonte, Mr. and Mrs. E. M. Stack, Mrs. C. P. Matthews, Mrs. J. D. VonStorch, Mr. and Mrs. W. W. Scranton, Mrs. A. K. Moffat, Mr. A. T. Law, Miss Law, Mrs. T. M. Spencer, Miss Bradley, Mr. and Mrs. T. C. Von Storch, Miss Elizabeth Dickson, Mr. H. D. Merrill, Mrs. A. K. Walker, Mrs. T. W. Mason, Mrs. Morris, Mrs. Elizabeth Reynolds, the Misses Reynolds, Mrs. Willis Manville, Carbondale; Mrs. Manville, Carbondale; Mr. and Mrs. Edwin Gearhart, Mrs. Walter M. Dickson, Mr. and Mrs. Price, Mrs. J. Atticus Robertson, Mrs. M. R. Kays, Mrs. E. F. Chamberlin, Mr. and Mrs. William D. Russell, Miss Dorothy Russell, Mr. and Mrs. Edward Langley, Mrs. William T. Holmes, Mr. and Mrs. William G. Parke, Mrs. Harry T. Simpson, Miss Katherine Simpson, Mr. and Mrs. Charles C. Mattes, Mrs. A. M. Decker, Mr. and Mrs. George M. Hallstead, Miss Decker, Mr. and Mrs. R. J. Foster, Mr. and Mrs. Kemmerer, Mr. and Mrs. William M. Marple, Mrs. J. H. Steell, Miss Lula Steell, Mr. and Mrs. Luther Keller, Mrs. Walter Matthews, Miss Fannie Fuller, Elmhurst; Dr. Lewis C. Kennedy, Mr. and Mrs. W. D. Kennedy, Miss Matthews, Dr. and Mrs. H. F. Logan, Misses Logan, Mr. and Mrs. Hasbrook, Wellington Lamonte, Long Branch; Mr. and Mrs. M. Kunzie, Miss Emma Fuller, Mr. and Mrs. William H. Pierce, Mr. and Mrs. H. W. Kingsbury, Misses Murrell, Mrs. R. T. Black, Miss Deacon, Mr. and Mrs. G. W. Bushnell, the Misses Mattes, Mr. and Mrs. H. J. Carr, Mr. and Mrs. Frank Wolfe, Mr. and Mrs. C. B. Penman, Mrs. M. E. Kirkpatrick, Mrs. J. E. Burr, Carbondale; Misses Burr, Mrs. H. A. Kingsbury, Misses Kingsbury, Mr. and Mrs. J. T. Richards, Mrs. and Miss Griffin, Mr. and Mrs. R. H. Jessup, Mrs. Linea, Miss Snyder, Mr. and Mrs. J. W. Howarth, Miss Howarth, Mrs. J. M. Wainwright, Mrs. Laverty, Miss Laverty, the Misses Connell, Mr. and Mrs. Gibbons, Judge and Mrs. R. W. Archbald, Miss Jessie R. Peck, Mrs. H. C. Shafer, Miss Katherine Shafer, Mrs. J. S. Blair.

In June 1909, William H. Richmond and his wife celebrated the sixtieth anniversary of their wedding, on June 5, 1849, with a festive celebration at Richmond Hill, their Scranton estate. Here is a newspaper account of that celebration:

JUNE 7, 1909.

60TH WEDDING ANNIVERSARY OF FORMER CARBONDALE COUPLE

**Mr. and Mrs. W. H. Richmond Received a Host of
Friends at Their Home in Scranton Saturday
at an Unusual Event.**

Friends by the hundreds gathered Saturday to celebrate at Richmond Hill, Scranton, the sixtieth wedding anniversary of Mr. and Mrs. William H. Richmond, the rare event calling forth marked interest far and wide. The bride and bridegroom of sixty years bore few traces of the advance of time and they greeted their guests by name in the familiar fashion of so many seasons when they resided in this city.

They were married at Prattsville, Greene county, New York, June 5, 1849, their married life bridging over the most important years in the history of this country. At that time Mr. Richmond was entering upon the mercantile career which he made so successful. Their honeymoon trip from Catskill, N. Y., down the Hudson to his birthplace at Marlborough, Conn., thence to Boston and other points in New England back to Carbondale, was made almost wholly by stage, for there was no other conveyance, except at a few points where steamboat or train was accessible.

Enters Coal Business.

Associated with Charles P. Wurts, general superintendent of the Delaware & Hudson Canal company, Mr. Richmond erected one of the first coal breakers on the road, which was the beginning of the breaking of coal into different sizes, the practice prior to that being to send the coal to market as it was mined.

In other lines Mr. Richmond was a pioneer in development. He was the projector of the Crystal Lake Water company, now controlled by the Scranton Gas & Water company under the corporate title of the Consolidated Water company. It was Mr. Richmond who gave the name to this company, which laid the foundation for the present fine water system of Carbondale and the upper valley. The Carbondale Gas company was another movement in which Mr. Richmond was active and for a number of years he was manager of the company.

It was Mr. Richmond, too, who was the first successful merchant to establish trade in the section of Carbondale now known as "up town," his store of those days being that now conducted by W. G. Scurry. As a member of the firm of Richmond & Robinson, which added a factory to its business of general merchandise, he was the first to introduce wood-working machinery in the Lackawanna

and Wyoming valleys. These are a few of the things suggested by the anniversary of his marriage that recall what a pioneer was Mr. Richmond in the wonderful business and industrial development of the Lackawanna valley and what wonderful changes have been wrought during the three-score years of his married life.

In Coal Business.

It was nearly a half century ago, in January, 1860, that this sturdy pioneer entered the coal industry, beginning the mining of coal in the then Blakely township. The breaker referred to built by Mr. Richmond and Mr. Wurts, was burned in 1883 and another was built in 1885 in the Second ward of Scranton, which was sold in 1888. In 1863 the firm of Richmond & Co. was merged into the Elk Hill Coal & Iron company, Mr. Richmond eventually becoming president, chief stockholder, treasurer and general manager of the company until 1899 when the important sale of the stock of the company which carried his coal interests was made to the New York, Ontario & Western Coal company. In 1891 the company developed a coal tract at Richmondale, near Vandling, which became a thriving community. It was here that Mr. Richmond introduced a novel idea in coal mining, the erection of a steel tower over the shaft from which the coal was emptied automatically from the car without leaving the carriage and carried by gravitation to the breaker.

He was one of the directors of the Ontario, Carbondale and Scranton railroad, a branch of the New York, Ontario and Western railroad, and to encourage the building of the road he made the first offer of 50,000 tons of coal yearly as freight and later the full production of the colliery at Richmondale.

For nearly seventy years Mr. Richmond has been a member of the Presbyterian church and also a member of many social, business and scientific organizations. While Mr. Richmond favors the policy of the Republican

party, for many years he has voted mainly with the Prohibition party. His interests in public questions never flags and occasionally his enlightening discussions of vital questions are to be found in the press of the valley.

A Bower of Flowers.

On Saturday the house at Richmond Hill was thrown wide open and all the rooms were filled with the sweet

scent of masses of flowers in bunches of sixty, sent as remembrances from friends. A huge cluster of American beauty roses was the gift of Mr. Richmond in the west drawing room of the house where they greeted their friends. The Philadelphia firm of Bailey, Banks & Biddle, which engraved the invitations, designed and sent to Mr. and Mrs. Richmond a gold medal in a beautiful case. The head of the house wrote to Mr. Richmond, saying that this was the first case in the history of the firm that they had had occasion to make engravings for a sixtieth wedding anniversary.

Frederick K. Tracey, Miss Lois Richmond Tracy, Mrs. W. W. Lathrop and Miss Lois Morss, of this city, assisted in entertaining the guests. Mrs. Dreher, wife of the consul to the Society Islands, was absent. Mrs. Tracy and Miss Clare Richmond assisted about the rooms.

JULY 12, 1909.

DEMISE OF MRS. W. H. RICHMOND

**A Prominent Former Carbondalian
Succumbs to Advanced**

Age.

Mrs. Lois R. Richmond, wife of William H. Richmond, died yesterday afternoon at the family residence, Richmond Hill, North Scranton, after two days' illness. Dissolution was due to the natural process of age. She was eighty-six years old. She was as well as ever Friday, but after retiring she was taken ill and sank gradually. She was conscious to the end and when death came her husband, who, himself is eighty-nine, was at the bedside together with two of their daughters, Mrs. Frederick K. Tracy and Miss Clara M. Richmond.

Mrs. Richmond was Lois Roxana Morss. She was born in Windham, N. Y., Nov. 6, 1823, and on June 5, 1849, was married there to William H. Richmond. A short time after they came to this city where they resided many years. Mr. Richmond was known as among the city's leading merchants and the family resided in a house on the site of the present Grand opera house.

The sixtieth anniversary of Mr. and Mrs. Richmond's marriage was celebrated at their home on June 5 last. Richmond Hill has been the scene of many delightful social events in which Carbondalians were favored guests as both Mr. and Mrs. Richmond held in fond memory their old friends of the Pioneer City. Mrs. Richmond was a charming hostess and will be greatly missed in social as well as church circles. She gave generously to every deserving move-

Mrs. Richmond, née Lois Roxanna Morss, died three years later, on July 11, 1909.

Richmond & Robinson store in Carbondale: see receipt on the following page

ment, and while she never made display of her responses, her aid could always be looked for in all needy appeals.

The funeral will be held on Wednesday afternoon at 3 o'clock at Richmond Hill.

— JULY 15, 1909. —
**FUNERAL OF MRS.
 W. H. RICHMOND**

**Touching Obsequies at Home of
 Well Known Former Carbondale-
 ian Yesterday.**

The funeral of the late Mrs. W. H. Richmond, of Richmond Hill, Scranton, took place yesterday afternoon.

Noticeable among the flowers that bloomed everywhere about the room in the family residence where Mrs. Richmond lay were sweet peas, the blossoms she loved best. There were many bouquets and wreaths from numberless friends, and roses and lilies blended their sweetness.

The services were conducted by the Rev. Dr. Griffin W. Bull, of Scranton, assisted by the Rev. Dr. Guild, of Providence. Dr. Bull gave touching personal references to Mrs. Richmond, speaking of the delight it had afforded him Sunday to see the two dear old people come down the church aisle arm-in-arm. He referred to her lovely character and her example in home and church and society, her faith in God, her deeply consecrated years.

Later in the afternoon the family accompanied their dead to the Dunmore cemetery and after simple and appealing burial services in which Dr. Bull was assisted by Dr. Guild, she was left in the receiving vault.

The pall-bearers were: Col. L. A. Watres, the Messrs. F. E. Platt, A. C. LaMonte, A. W. Dickson, W. J. Hand, Isaac Post and James A. Lansing, of Scranton, and Herbert Coxe, of Easton.

Among the Carbondalians who attended the obsequies were Miss Lois Morss, Miss Caroline Morss, and W. R. Morss.

The earthly remains of Mrs. W. H. Richmond are interred in the Richmond Mausoleum in Dunmore Cemetery.

Richmond & Robinson Store in Carbondale

Carbondale, Pa., 1895 ✓

Mr. John Goddings

Terms. BPT of RICHMOND & ROBINSON.
 Dealers in Staple and Fancy Dry Goods, Boots & Shoes, Hats, Caps, Furs, Hardware, Crockery, Groceries, Provisioners, &c., &c.

WM. H. RICHMOND. CHAS. A. ROBINSON.

Sept 17	To 2 Blue Hats 4	1 00
Sept 23	1/2 Do Blue & Dining Plates 19	62
	14th Do. Vase & 1 Set Cup Plates 76	69
	1st Mopps 36	44
		2 41

Recd Pay
 Richmond & Robinson

71. Addition for Volume IV: “Giovanni Aiello, an Italian, of Carbondale, was killed at No. 18, on the Delaware and Hudson Gravity.” *The Ligonier Echo*, Ligonier, PA, January 2, 1889, p. 4:

Learned on July 17, 2018 from Gene Brown, <syz15<syz15@ptd.net> for whom, on June 30, 2018, SRP answered some questions about the “old” Catholic Cemetery in Carbondale.

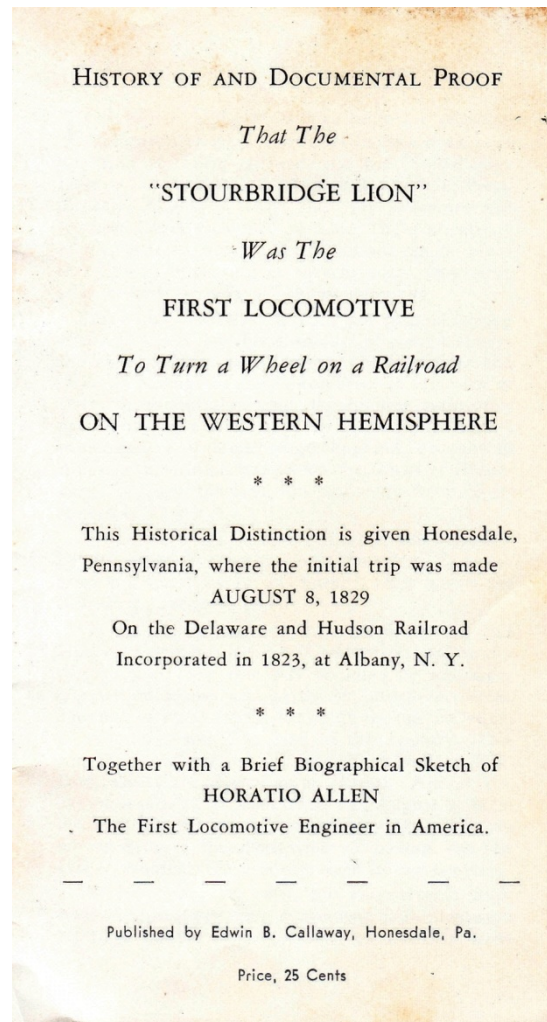
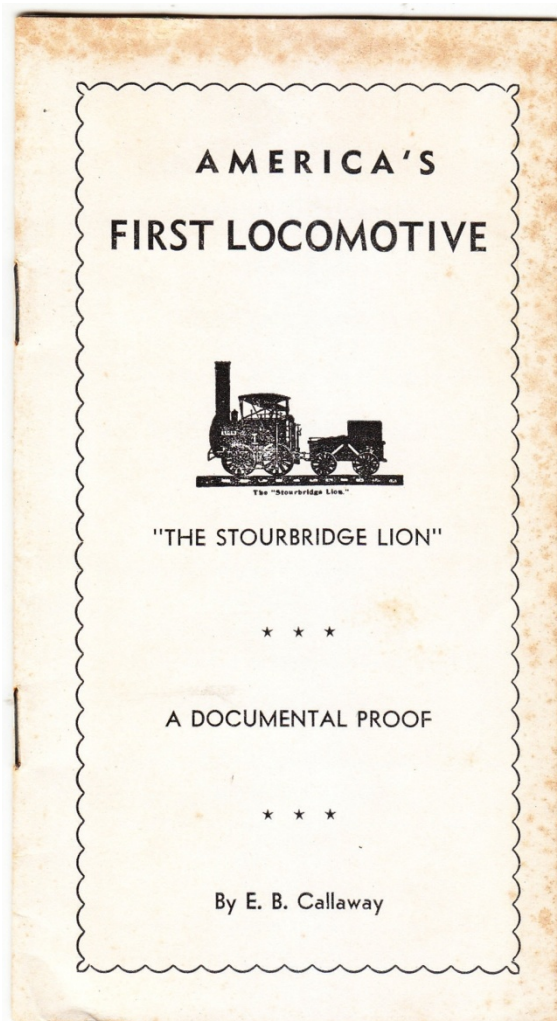
72. Addition for Volume XIX: Pamphlet, 15 pages, titled “America’s First Locomotive *The Stourbridge Lion*” by E. B. Callaway, published by Edwin B. Callaway, Honesdale, PA. Interesting booklet, purchased at the O&W train show at Middletown, NY, on July 29, 2018, for \$5.00. Callaway gathered together evidence to support the well-known and widely recognized fact that the *Stourbridge Lion* was the first locomotive to run on rails in America.

Very interesting information on John Raymond, who laid the first mile of railroad track in America, is given on page 9 (see below) of this booklet. From this booklet we learn that

- John Raymond was a native of Walton, Delaware County, New York
- He died in Scranton in 1883
- His earthly remains are interred in Greenwood Cemetery, Brooklyn, NY

One can’t help but wonder how he was chosen by the D&H to lay the first mile of railroad track in America.

Whatever the case, here is the complete booklet by Callaway that we purchased at the Ontario and Western train show in Middletown, NY on Sunday, July 29, 2018:



THE FIRST LOCOMOTIVE, built for commercial purposes, to run in America on a track over a section of traffic railroad, was the "Stourbridge Lion". This event took place at Honesdale, Pennsylvania, August 8, 1829, over the Delaware and Hudson Canal Company system. The authenticity of this historic, noteworthy occurrence can be proven by items appearing in encyclopedias, magazines and accounts of men of highest authority.

Every now and then articles are printed giving credit to others, and for a number of years histories and encyclopedias gave credit to the Baltimore and Ohio as having the first locomotive in America in 1831. A compilation from the highest authorities proves beyond a doubt that the "Stourbridge Lion", manufactured at Stourbridge, England, brought to America in sailboat and set on the tracks at Honesdale, Pa., was the first locomotive to be used in America.

In Scribner's Magazine for August, 1838, appeared an exhaustive article on "American Locomotives and Cars" by M. N. Forney, from which the following excerpt is taken:

"In the latter part of 1827, the Delaware and Hudson Company put the Carbondale road under construction. The line was operated by stationary engines on planes and partly by horses on levels. The line is noted chiefly for being the one on which a locomotive was first used in this country. This was the Stourbridge Lion, which was built in England, under the direction of Horatio Allen. The engine was tried at Honesdale, Pa., August 8, 1829. On its trial trip it was managed by Mr. Allen, to whom belongs the distinction of having run the first locomotive that was ever used in this country."

On November 12, 1891, the Pennsylvania Railroad Company erected a monument at Bordentown, N. J., to mark the first piece of track laid between

(5)

New York and Philadelphia. On one side of the granite is a representation of the engine "John Bull" and the following inscription:

"First movement by steam on a railroad in the State of New Jersey, November 12, 1831."

John E. Watkins of the Smithsonian Institute, Washington, D. C., delivered the historical address of the occasion, and, in the course of his remarks, said:

"Early in 1829, the Stourbridge Lion, the first locomotive that ever turned a driving wheel on a railroad built for traffic, on the Western Continent, was ordered from England by the Delaware and Hudson Company, arriving here in August, where it made its first trip under Horatio Allen."

The Baltimore and Ohio Railroad, issued a book in 1897, and quoting is the following:

"The Delaware and Hudson Railroad line between Honesdale and Carbondale, was opened Aug. 8, 1829. It is of interest here only because it was the first road on which a locomotive was used in this country, and to Horatio Allen belongs the distinction of having driven the first locomotive ever run in this country, the Stourbridge Lion."

The New National Encyclopedia, published by Belford, Middlebrook & Company, Chicago, 1898, says:

"The first locomotive used in this country was imported from England in 1829. It was used on the Delaware and Hudson Railroad. Its first trip was made on Aug. 8th, 1829."

Appleton's New American Cyclopaedia, Vol. XIII, page 729, says, speaking of the engines built in England for the Delaware and Hudson Canal Company, under the supervision of Horatio Allen:

"Another engine, built by Foster, Rastrick & Co. of Stourbridge, arrived soon after (Spring 1829) and was put on the road the latter part of the sum-

(6)

mer of 1829. This was the first use of a locomotive in this country."

The Encyclopedia Britannica, Vol. XX, page 253 says:

"Three locomotives were imported from England in 1828, and the first trial in America took place on August 8, 1829, at Honesdale, Pa."

In Peck's History of Wayne, Pike and Monroe Counties, (Pennsylvania), the author, Alfred Matthews, recognized authority on historical matters, gives an interesting chapter on the Delaware and Hudson Canal Company, and, after describing the "amazement and delight of the people of the line" when the first load of anthracite passed over the Company's railroad, Oct. 9, 1829, says:

"This was just two months and a day after the trial trip at Honesdale of the Stourbridge Lion, the first locomotive to turn a wheel in America."

Scientific American of Dec. 13, 1902, in an article gave illustrations and full account of the evolution of the locomotive from the single tube boiler machine down to the magnificent and powerful engines which move the mighty traffic of the day. Quoting:

"A fair example of the locomotives of this period was the Stourbridge Lion. It was built by Foster, Rastrick & Co., and was sent to the United States in the year 1828, for the Delaware and Hudson Canal Company's railroad. As it was too heavy for the rails (8 tons) it was soon withdrawn from the service, but it was the first practical locomotive to turn a wheel in this country."

John B. Pangborn, at one time one of the high officials of the Baltimore and Ohio Railroad Company, said:

"There is absolutely no question of the Stourbridge Lion being the first locomotive to turn a wheel on this continent, or of Horatio Allen's distinction as the pioneer locomotive runner."

(7)

"Six Thousand Years of History" states, under the head of "Remarkable Achievements of Transportation":

"The first genuine locomotive in use in the United States was the Stourbridge Lion, which made its trial trip several months before the opening of the Baltimore and Ohio Railroad, on a railroad connecting the coal mines of northeastern Pennsylvania with the Delaware & Hudson Canal."

From an article entitled "Pioneer Locomotives in England and America" in the Engineering Magazine for February, 1889:

"It is one of the curiosities of locomotive history that it was not in, or near, any one of the great cities that the first locomotive was put upon the rails, but far away in the then raw region of Northeastern Pennsylvania, at Honesdale, Pa., on August 8, 1829, that the Stourbridge Lion made its trial trip."

Johnston's Encyclopedia thus describes Honesdale:

"Honesdale, county seat of Wayne County, Pa., was incorporated as a borough in 1831. The Stourbridge Lion, the first locomotive to run in America, made its trial trip from this town, Aug. 8, 1829."

The Westminster of New York for August, 1908, contained this item:

"The first practical steam locomotive to be operated in this country was called the Stourbridge Lion. It was imported from England, and arrived in New York in May, 1829, on a section of the Delaware and Hudson Canal Company's railroad, at Honesdale, Pa."

From the Railroad Man's Magazine of New York City for October, 1906:

"The famous Stourbridge Lion, the first locomotive ever to run in America, was brought over from England in 1829 by the Delaware and Hudson Canal Company. It was run for two or three miles

(8)

over the railroad connecting the company's mines near Honesdale, the terminus of the canal, and then was retired permanently from service. At first it had been intended to run the Lion for the first time on July 4, 1829, but as the railroad was not completed in time, the experiment was postponed to August 8. In 1829 there was only one locomotive in America, the Stourbridge Lion."

* * *

JOHN RAYMOND LAID THE FIRST RAILROAD TRACK

The honor of building the first mile of railroad track in America goes to John Raymond, a native of Walton, Delaware County, New York. He died in Scranton, Pa., 1883. Of John Raymond's part in the construction of the first piece of railroad in this county, The New York Sun had the following to say:

"There is a grave in Greenwood Cemetery," said an old time railroad man, "the stone at the head of which bears only the name of the man whose remains are buried there, the date of his birth and the date of his death. Yet the man, John Raymond, built the first mile of railroad for commercial use and designed for locomotive power ever put down on the American continent."

"That was in 1828, and the initial mile of railroad was the beginning of the Delaware and Hudson Canal Company's railroad between the head of its canal at Honesdale, Pa. and its coal mines at Carbondale. And on the first mile of track the first locomotive (Stourbridge Lion) to turn a wheel in America was run in August, 1829. John Raymond ought to have a place in railroad history."

* * *

(9)

Interesting
facts about
John
Raymond

HORATIO ALLEN'S OWN STORY OF THE FIRST LOCOMOTIVE RIDE

It remains only to add Mr. Allen's own testimony, which he gave in a personal interview with Edward A. Penniman, late editor of *The Honesdale Citizen*, in 1881:

"The road, having been built of timber in long lengths, and not well seasoned, some of the strap rails were not exactly in their true position. Under these circumstances the feeling of the lookers-on became general that either the road would break down under the weight of the eight ton locomotive, or, if the curve in the road was reached, that the locomotive would not keep the track, and would dash into the Lackawaxen creek, with a fall of some thirty feet.

"When the steam was of the right pressure and all was ready, I took my position on the platform of the locomotive alone, and with my hand on the throttle valve handle, said: 'If there is any danger in this ride, it is not necessary that the life and limbs of more than one should be subjected to it,' and felt that the great time would come when I should look back with great interest to the ride then before me.

"The locomotive, having no train behind it, answered at once to the movement of the valve; soon the straight line was run over, the curve was reached and passed before there was time to think as to its being passed safely, and soon I was out of sight in the three miles' ride alone in the woods of Pennsylvania.

"I had never run a locomotive nor any other engine before. I have never run one since, but on August 8, 1829, I ran that locomotive three miles back to the place of starting, and being without experience and without a brakeman, I stopped the locomotive on its return to the place of starting.

(10)

"When the cheers of the lookers-on died out, as I left them on the memorable trip, the only sound to greet my ears until my safe return, in addition to that of the exhaust steam, was the creaking of the timber structure.

"Over a half century passed before I again revisited the track of the first ride on this continent. Then I took care to walk over it in the very early morning, that nothing should interfere with the thoughts and feelings that, left to themselves, would rise to the surface and bring before them the recollections of the incidents and anticipations of the past, the realization of the present, and again the anticipations of the future. It was a morning of wonderful beauty, and that walk alone will, in time to come, hold its place beside the memory of that ride alone over the same line more than fifty years before."

* * *

THE STOURBRIDGE LION

The Stourbridge Lion was manufactured in Stourbridge, England, in 1828 by Foster, Rastrick & Co., under the supervision of Horatio Allen. The locomotive had no headlight, bell or whistle. It was made with grates for burning anthracite coal, which had been discovered a few years previous and was the impetus for the building of the Delaware and Hudson Railroad and its canal from Honesdale to Rondout, N. Y., 103 miles, for the transportation of coal to tidewater.

The "Lion" was suggested to Mr. Allen by a painter, who finding on the boiler head a circular surface, slightly convex, of nearly four feet in diameter, painted on it the head of a lion in bright colors, covering nearly the entire area.

The engine remained under a shed, near where the trial trip was made, for more than twenty years, and was then removed to the Honesdale Foundry

(11)

on Ladywood Lane, (street named by Washington Irving during a visit to Honesdale in 1841, when he named this community for Philip Hone, one of the first Mayors of New York, and first president of the Delaware and Hudson Canal Company.) Such parts as the government, some years since, was enabled to gather up, were taken to Washington, D. C., where the missing portions were supplied, and the locomotive as reconstructed, is now on exhibition at the Smithsonian Institute.

A replica of the Stourbridge Lion, which figured prominently in "Transportation on Parade" at the World's Fair, New York, 1939-40, and later exhibited in Chicago, Ill., is now in a specially constructed building, U. S. Route 6, Honesdale, Pa. The locomotive and pioneer passenger car of the Delaware and Hudson Gravity Railroad system are preserved for posterity's sake by the Wayne County Historical Society. The structure housing the Stourbridge Lion stands on the site of the original survey traversed by the original Stourbridge Lion, August 8, 1829, at Honesdale, Pa.



(12)



SKETCH OF HORATIO ALLEN

Horatio Allen was born in Schenectady, N. Y., May 10, 1802, and died in Montrose, N. J., December 31, 1889, aged 87 years, seven months and twenty-one days.

His father, Dr. Benjamin Allen, was professor of mathematics at Union College; his mother, Mary Benedict Allen, was a woman of superior character and high social standing.

Horatio married, at the age of 32, Mary Moncrief Simons, daughter of Rev. James Dewar Simons, Rector of St. Phillip's Church, Charleston, S. C., who, with three sons and a daughter, survived him at death.

(13)

Horatio Allen was mainly educated at Columbia College, N. Y., graduating with honors in 1823. Having taking high rank in mathematics, he chose engineering as his calling, and within a year was made resident engineer of the Chesapeake & Delaware Canal Company. In 1825 he was appointed resident engineer of the summit level of the Delaware and Hudson Canal, then in course of construction, and later had charge of summit level and the Delaware River. Having finished his work, he resigned.

Attracted by the railway agitation in England, which reached its highest point 1826-27, Mr. Allen planned to visit that country with a view of informing himself in that branch of the profession. John B. Jervis, the chief engineer of the Delaware and Hudson Canal Company, being apprised of his purpose, brought about an arrangement whereby Mr. Allen was commissioned by that corporation to purchase in England the bar iron rails to be used on the road between Honesdale and Carbondale, the chains required on the planes, and three locomotives to run on the levels. Mr. Allen was one year in England. He went in the autumn of 1827 and returned in the fall of 1828.

After the trial trip of the Stourbridge Lion was made at Honesdale, Pa., Mr. Allen took charge of the construction of the South Carolina Railroad, becoming its chief engineer in September, 1829. He was at the same time consulting engineer of the Erie Railroad Company. Early in 1831, having recommended to the president and directors of the South Carolina Railroad the use of locomotives to be built after specifications furnished by him, he was sent north, and within a year had superintended the construction, at West Point, of four engines, the first one built and put in operation being named the "South Carolina." In 1835, after the completion of the railroad, Mr. Allen, with his wife and her mother, went abroad and spent nearly three years in foreign travel.

(14)

In 1838 Mr. Allen received the appointment of principal assistant engineer of the Croton Aqueduct, and on its completion first turned on the water for the supply of New York City. He was also one of five commissioners entrusted with the distribution of water through the city.

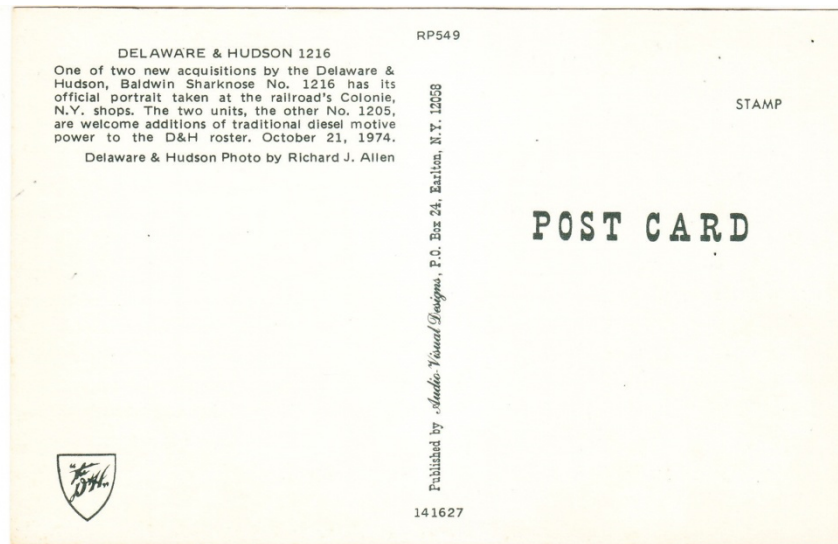
In 1842 he became one of the proprietors of the celebrated Novelty Works in New York, the firm being Stillman, Allen & Company. When it was changed to a stock company, Mr. Allen was made president of the concern. The works employed 1500 men during the Civil War, filling immense contracts for the Army and Navy. During his connection with the Novelty Works, Mr. Allen also acted in the capacity of consulting engineer for the Erie Railroad and was president and chief engineer for the company for a year. He was consulting engineer for the Panama Railroad Company and held other important engineering trusts, including that of consulting engineer of the Brooklyn Bridge.

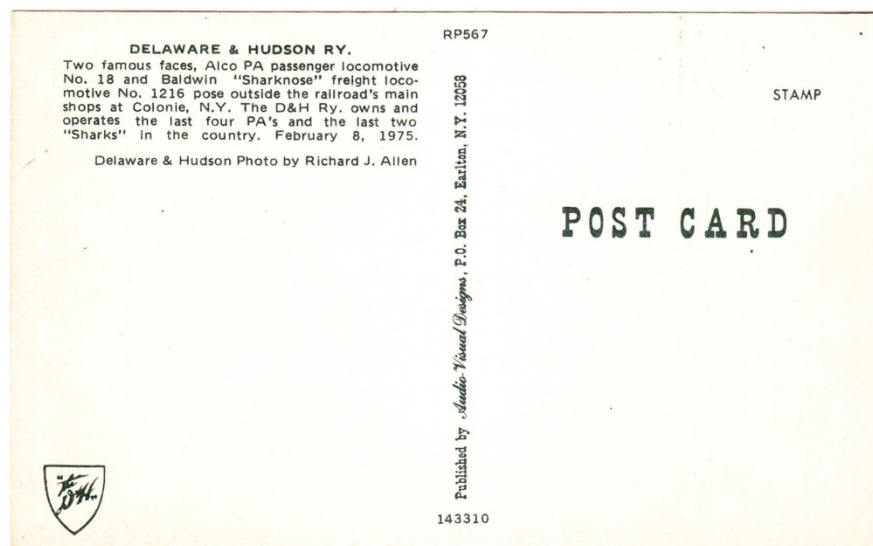
Mr. Allen was the author of two mathematical works and one on astronomy, to facilitate the latter study he invented and constructed a number of instruments. In 1879 he designed a planetary model for use in schools, but it was claimed to be too far advanced for pupils at that time. This model and many medals for the improvement of locomotives, including the Croton Aqueduct medal given Horatio Allen, are in the archives of the Wayne County Historical Society, Honesdale, Pa.



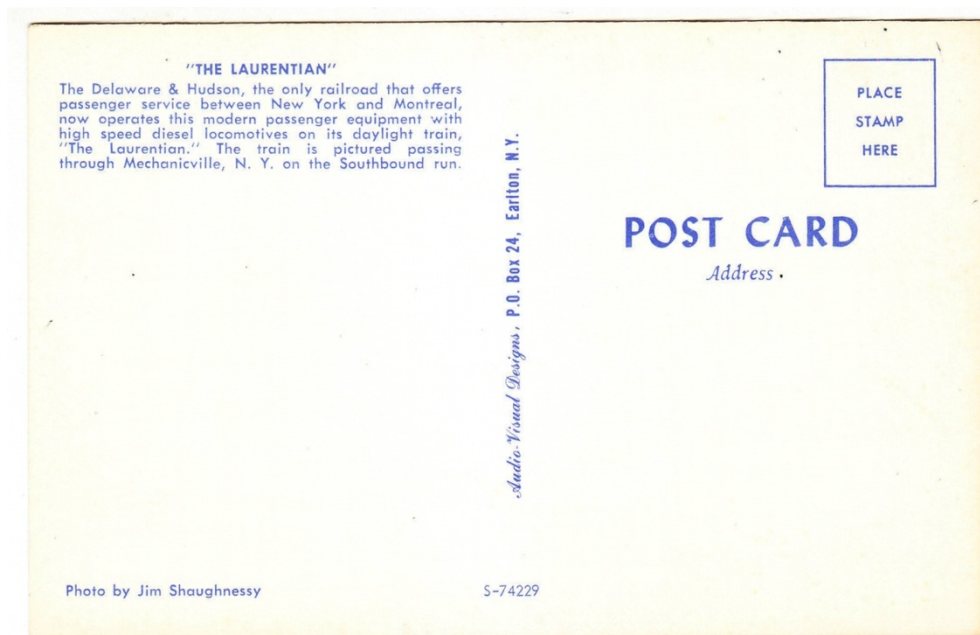
(15)

73. **Addition for Volume XV:** Two post cards purchased (50 cents each) at the O&W show in Middletown, NY, on July 29, 2018, showing D&H Baldwin Sharknose No. 1216, and ALCo PA passenger locomotive No. 18; both photos taken by Richard J. Allen at the D&H shops at Colonie, NY:





74. **Addition for Volume XVI:** Two post cards purchased (50 cents each), by S. R. Powell, at the O&W show in Middletown, NY, on July 29, 2018, showing two photographs of "The Laurentian", both photographs by Jim Shaughnessy.





"THE LAURENTIAN"

The Delaware & Hudson's famous daylight train between New York and Montreal crosses the high bridge near Ballston Spa, N. Y. Traversing the Upper Hudson Valley and the shores of Lake Champlain, the D&H offers one of the most scenic train rides in North America featuring magnificent views of the lake, the Adirondacks and the Green Mountains of Vermont.

Audio-Visual Designs, P.O. Box 24, Earleton, N.Y.

PLACE
STAMP
HERE

POST CARD

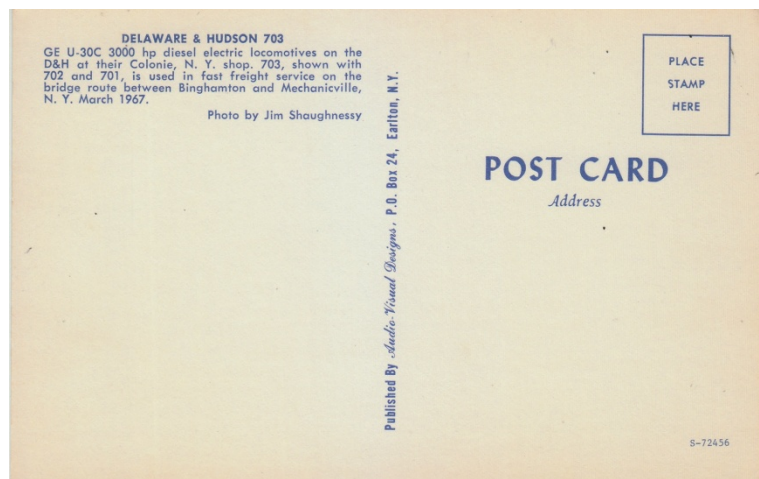
Address

Photo by Jim Shaughnessy

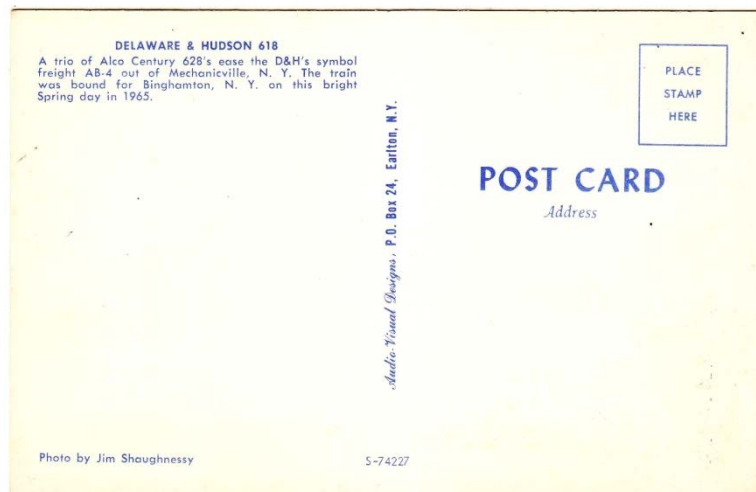
S-74228

75. Addition for Volume XVI: Two post cards purchased (50 cents each), by SRP, at the O&W train show in Middletown, NY, on July 29, 2018, both showing photographs by Jim Shaughnessy of D&H engines:

In the first photograph, we see D&H No. 703, 702, and 701 at the D&H shop at Colonie, NY, in March 1967:



In the second photograph, we see a trio of ALCo Century 628s at Mechanicville, NY, in the Spring of 1965, bound for Binghamton; photo by Jim Shaughnessy:

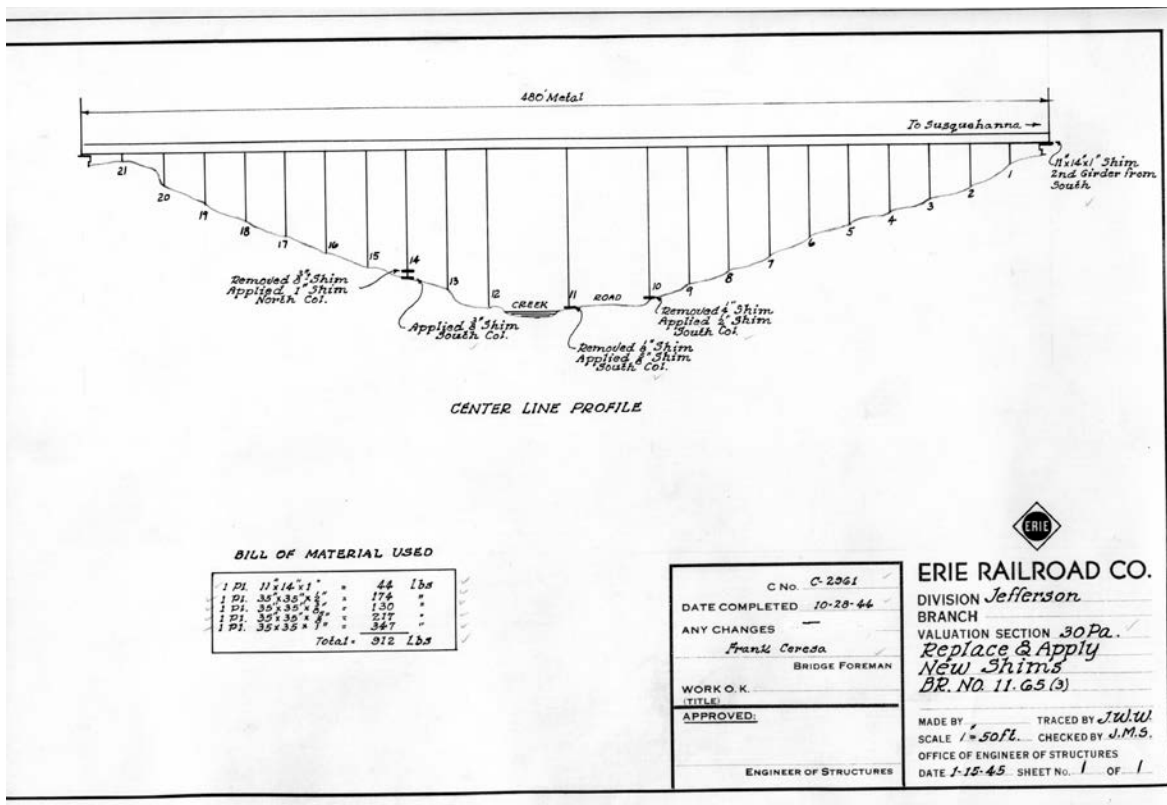


76. Addition for Volume XXIII: Scotland: Addition from *The Age of Napoleon A History of European Civilization from 1789 to 1815* by Will and Ariel Durant, 1973. Chapter XXIII, *England's Neighbors 1789-1815*, Section 1. *The Scots*. Will and Ariel Durant underline the importance of education in the life of the Scots. The very high quality of the life of the Scots is surely a function of the prominent role in their lives of education. In Will and Ariel Durant, pp. 502-503, we read:

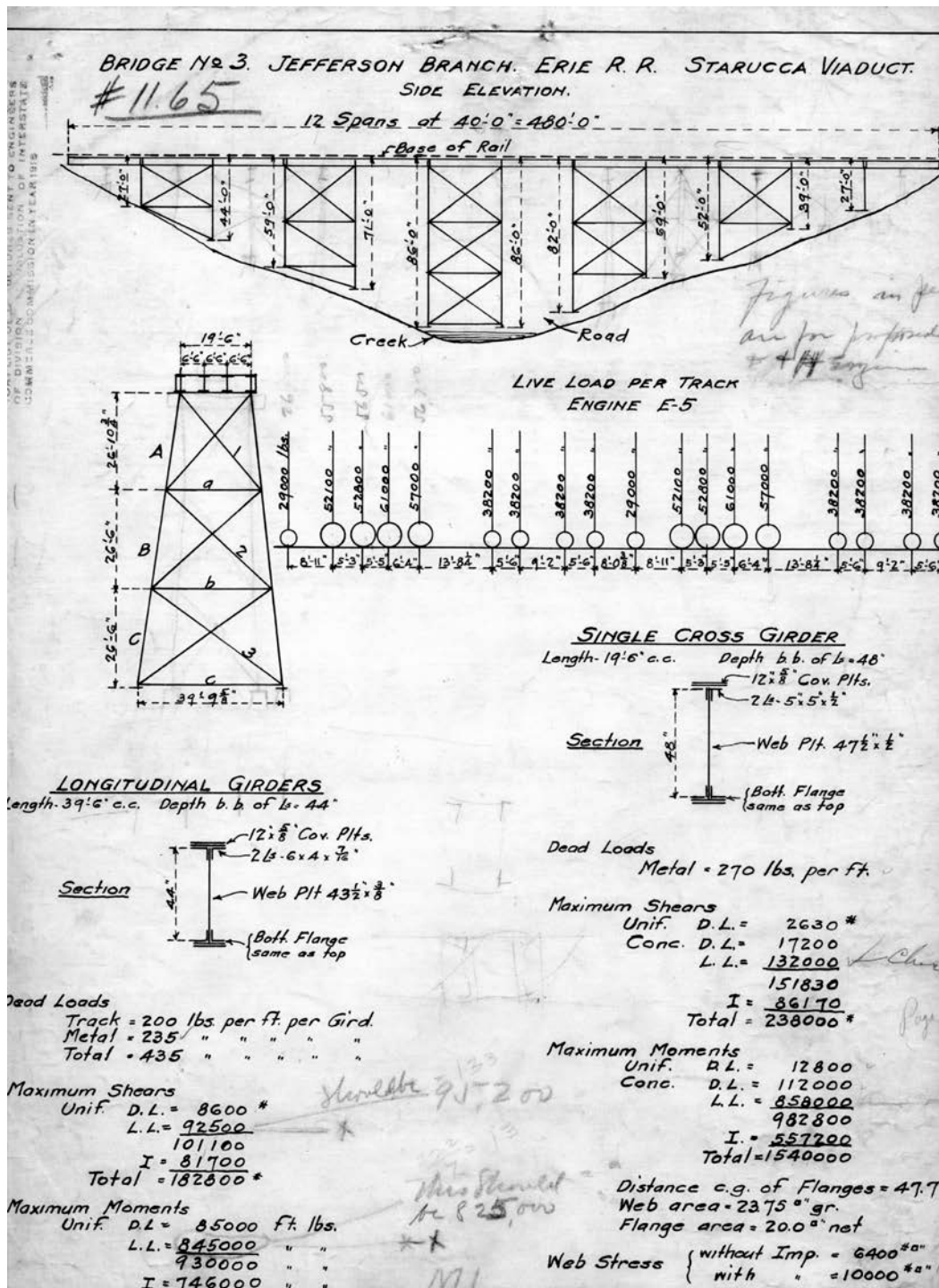
“...Scotland was in many ways ahead of England. She had a national system of really public school: every parish was required to maintain a school where boys and girls together were taught reading and arithmetic. For this instruction the parents paid two shillings per quarter-year per student; and for two shillings more the student would get a touch of Latin. The children of paupers were paid for by the parish, and when the parish was too widespread to gather its children together, an itinerant schoolmaster brought some schooling to each section in turn. The teachers were strictly subject to the parish clergy; and were expected to help in transmitting a terrifying theology; for the elders had found that Calvinism was an economical way of installing a sheriff in every soul. A goodly number of undaunted spirits survived to produce the Scottish Enlightenment in the generation before the French Revolution, and to continue it, somewhat subdued, in the age of Napoleon. / Scotland was proud of its universities, at St. Andrews (founded in 1410), Glasgow (1451), Aberdeen (1494), and Edinburgh (1583). These considered themselves superior in many respects to Oxford and Cambridge, and some modern scholars admit the claim; in medical instruction the University of Edinburgh was the acknowledged leader. The *Edinburgh Review*, founded in 1802, was by common consent the most brilliant periodical in Great Britain... [N]o English jurist could rival the Scotch. [The Encyclopedia Britannica was a Scottish enterprise.] . . . We may judge from these instances that Scottish civilization was not resting on its past glories at the turn of the eighteenth century into the nineteenth century. Agriculture was prospering, especially in the lowlands. There, too, the textile mills were busy, and Robert Owen was opening up new visions of human cooperation. Glasgow was proud of its scientists, and Edinburgh was throbbing with lawyers, doctors, and clergymen in the van of their time. In art Sir Henry Raeburn was painting portraits that made him the Reynolds of Scotland. In literature Boswell was publishing (1791) that inexhaustible fountain of delight, *The Life of Samuel Johnson*....”

77. Addition for Volume XI: Photos and documents from Mike Bischak (“Breezy”) on Monday, August 1, 2018, of the trestle east of Thompson on the Jefferson Branch of the Erie Railroad.

1. Center Line Profile of the Trestle:



2. Side Elevation of the Trestle



3.



4.



5.



6.



“The trucks were Poppel's hauling away the culm. I believe at the time the culm was being shipped over seas for power plants. A lot of the culm bank behind Gentex was shipped over seas as well.” Breezy, August 1, 2018

7.



Shown here is what remains today of the trestle at Starrucca, east of Thompson.

“Here's a nice photo of the bridge [trestle on Jefferson Branch east of Thompson] with LV run through engines from Flickr. Breezy” August 2, 2018



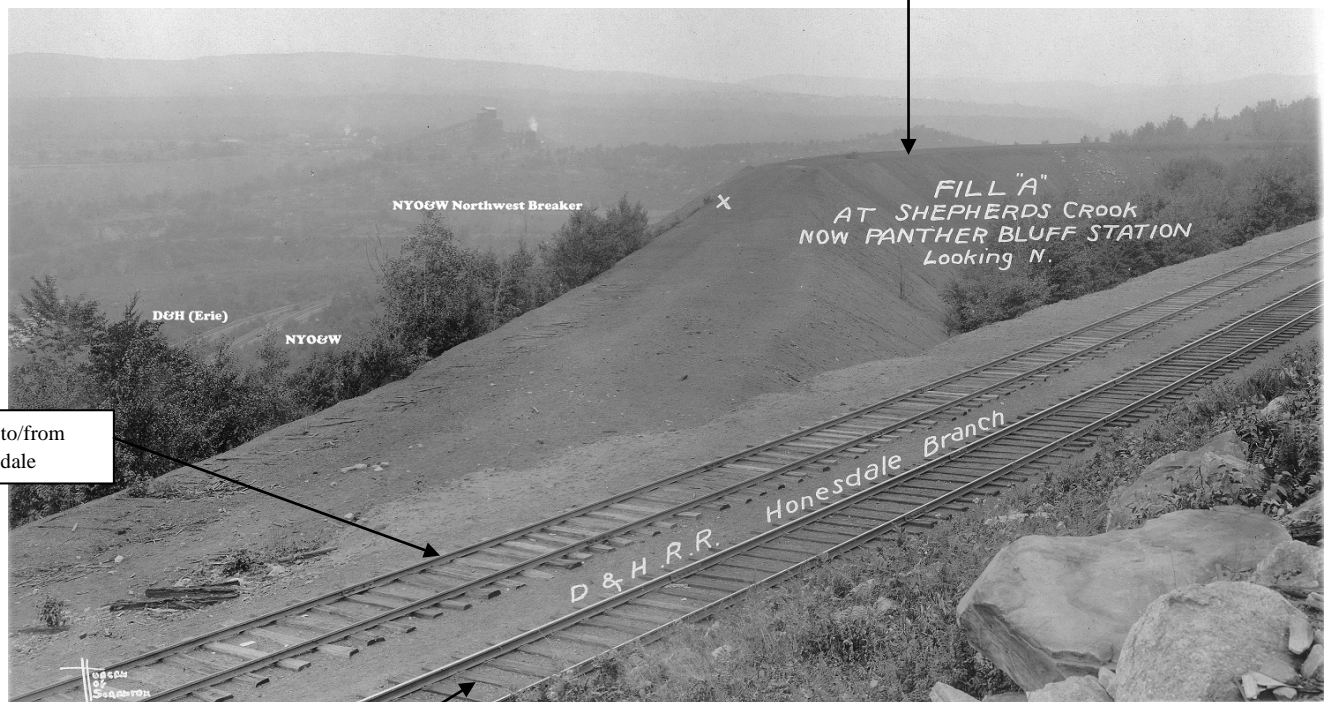
Trestle East of Thompson on Jefferson Branch

78. **Addition for Volume XIV:** Photo, April 12, 1979, by Mike Bischak of the D&H Carbondale Yard. View is looking south, with Coal Brook Breaker on the right. “The track shown here in the Carbondale yard was a small derailment. I don't think the railroad ever repaired it as it was getting close to down grading the Ararat line.” Breezy, August 1, 2018



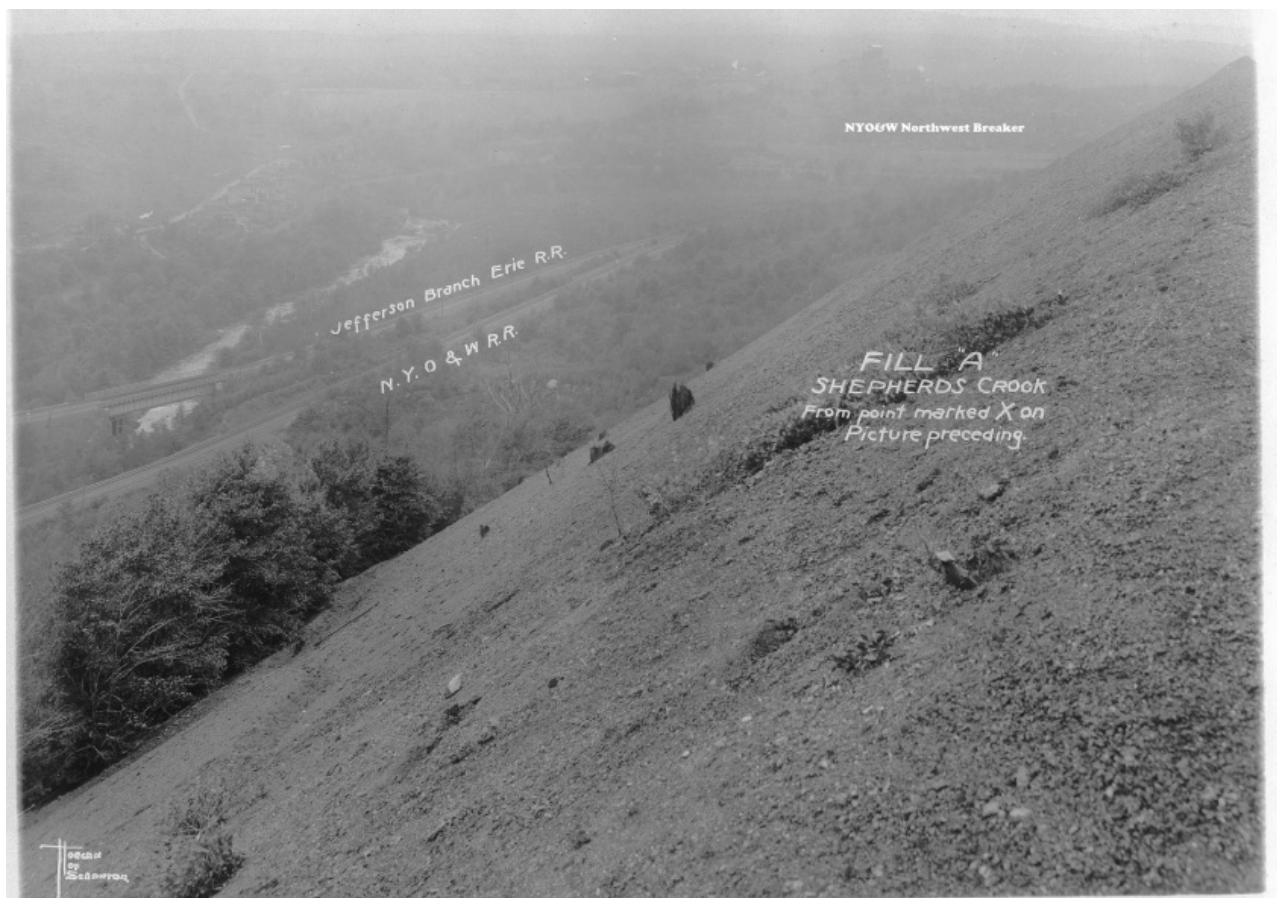
79. **Addition for Volume XX:** Shepherd's Crook/Switchback photos from Mike Bischak, August 1, 2018:

Shepherd's Crook with the tracks removed



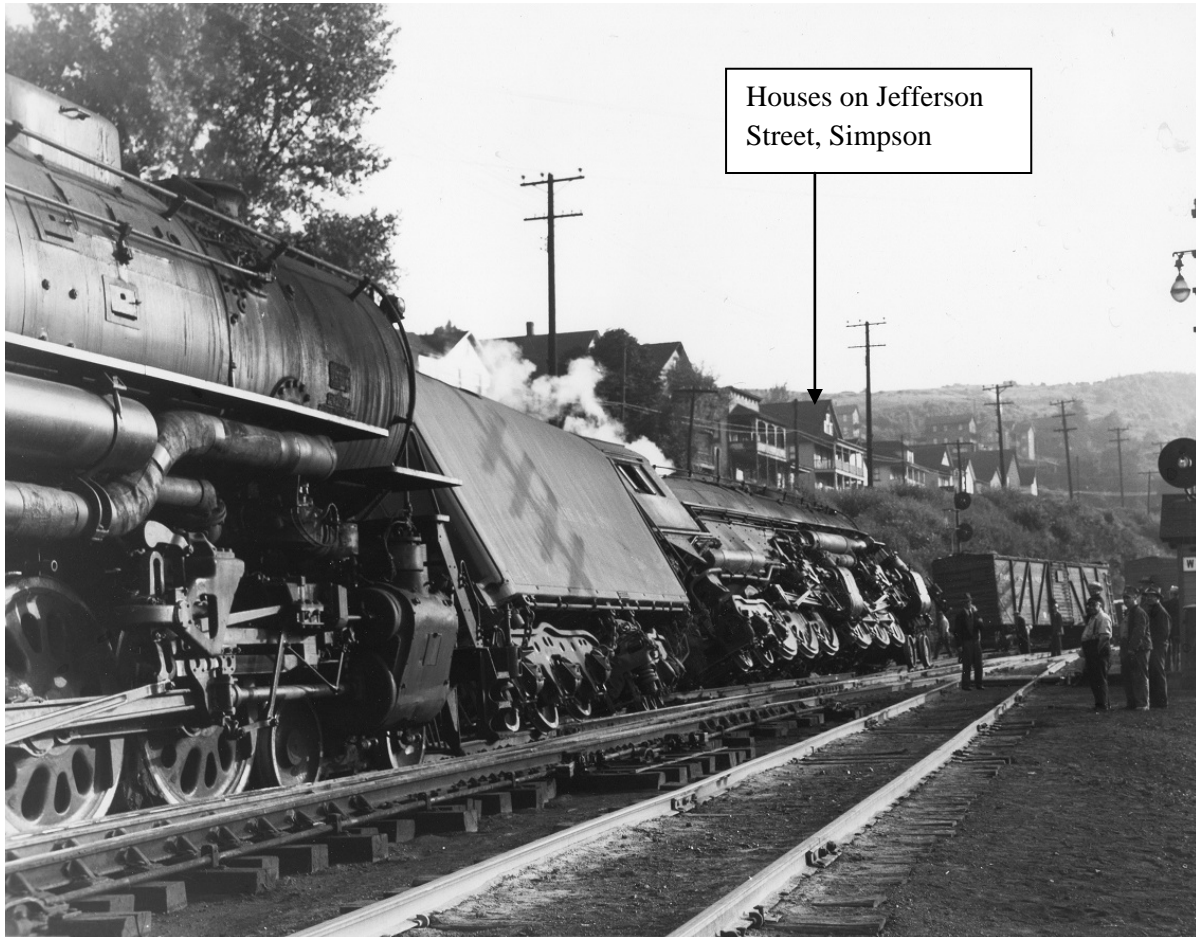
Tracks to/from
Carbondale

Tracks to/from Farview



Shepherd's Crook / Switchback, Panther Bluffs, Showing Jefferson Branch of Erie Railroad, O&W tracks, and Northwest Breaker

80. **Addition for Volume XI:** Three photos, from Mike Bischak on August 1, 2018, of D&H No. 1534, de-railed, at Simpson, PA; one photo of No. 1534 on the tracks.







81. **Addition for Volume XVIII** (see pages 260-265 of Volume XVIII): *Marvine Colliery, Loaded Yard, November 1951*; photo from Mike Bischak on August 1, 2018:



82. **Addition for Volume XVII:** Powderly No. 3 Shaft Fire Stripping, January 4, 1951; photo from Mike Bischak on August 1, 2018:



Powderly No. 3 Shaft Fire Stripping, January 1951; photo from Mike Bischak on August 1, 2018:



Powderly No. 3 Shaft Fire Stripping, November 1951; photo from Mike Bischak on August 1, 2018:



83. **Addition for Volume XVI:** D&H Diesel No. 5002, heading south, passing under the Carbondale Viaduct, March 1960. Photo from Mike Bischak on August 1, 2018:

Zazzera's
store →



84. **Addition for Volume XVIII:** Two Eddy Creek photos from Mike Bischak, August 1, 2018:



(See Volume XVIII, pp. 106-111 for more on the Eddy Creek breaker)

85. **Addition for Volume XXIII:** Jim Shaughnessy died on August 7, 2018 at the age of 84. His contributions (text and photos) to the history of the Delaware and Hudson Railroad are of major importance in the history of railroads in America.

Famed photographer Shaughnessy dies

By Kevin P. Keefe,| August 8, 2018 (probably a Troy or Albany, NY newspaper)



Jim Shaughnessy, shown in 2002 at Enola, Pa. (photo by Robert S. McGonigal)

TROY, N.Y. – Of all the pioneers who revolutionized railroad photography in the postwar decades, few equal the status of Jim Shaughnessy, one of the deans of the field, especially as measured by his powerful images from the steam-to-diesel era of the 1950s and '60s.

Shaughnessy died Tuesday, Aug. 7, after a long illness. He was 84.

Generally considered part of railroad photography's "big three" – the others being Philip R. Hastings and Richard Steinheimer – Shaughnessy was a fearless artist who got in and around railroading as few others did. He was an important figure in the shift away from simple train pictures toward depictions of the entire railroad environment.

"Jim sought to contextualize the engines and trains he loved into a broader framework that spoke less about hardware and more about their role in everyday life," says author and photographer Jeff Brouws, who wrote a lengthy profile of Shaughnessy for the lavish hardcover retrospective *The Call of Trains* (W.W. Norton, 2008). "Jim was a pioneer, a door-opener. His widespread acclaim deservedly conferred upon him the title of Master Photographer."

Shaughnessy was as prodigious as he was creative. His collection includes perhaps 100,000 negatives, with thousands of images published in books and magazines. Numerous prints have made it into fine-art collections. His photos also had 13 appearances on the cover of *Trains*, more than almost any other photographer.

Jim Shaughnessy was born in Troy on November 24, 1933, to a religious Irish-Catholic family. His father, James, was for many years the superintendent of grounds and buildings at Saint Joseph's Seminary overlooking the city. His mother, Helen, was a secretary at the W. & L. E. Gurley Co., which manufactured precision instruments.

Both parents were attentive and encouraging, and clearly imparted in their son a sense of the value of practical work, very much in keeping with the industrial city of Troy itself, a frequent subject for Shaughnessy's camera.

There was another key family member: his uncle, Cornelius "Con" Shaughnessy, a one-time valve setter on steam locomotives for the Delaware & Hudson Railroad. When Jim was growing up, Con was a boiler inspector for the Hartford Insurance Co., a job that allowed him to take his nephew along for inspections, almost like an apprenticeship in steam.

Shaughnessy began his photographic career as a youth, focusing on Troy. The city was an ideal classroom, blessed with a variety of railroads and a compelling geography, tucked as it is into a narrow stretch of the Hudson River Valley north of Albany. The young photographer became a regular at Troy Union Station, a Beaux Arts edifice in the middle of town serving trains of New York Central, Boston & Maine, and Delaware & Hudson.

One of Shaughnessy's favorite railroads was the D&H, which had its headquarters nearby in Albany. Many years later, his credentials fully established, Shaughnessy would write the definitive corporate history *Delaware & Hudson* for publisher Howell-North Books.

After briefly attending Champlain College, Shaughnessy moved on to Troy's prestigious Rensselaer Polytechnic Institute, to prepare for a career as a professional engineer. At RPI, he joined the institute's venerable model railroad club, where he became friends with another future railroad photographer and author, William D. Middleton.

As he moved beyond his teenage years, Shaughnessy began to take his camera further afield, heading mostly north and east, where he found rich hunting grounds in the northern reaches of New York, as well as Vermont, New Hampshire, Massachusetts, Quebec, and the Maritime Provinces.

Shaughnessy was drawn to the major carriers of the region – B&M, Central Vermont, Canadian National and Canadian Pacific – but he also photographed smaller, iconic entities such as the St. Johnsbury & Lake Champlain and Saratoga & Schuylerville. His first photograph in *Trains* appeared in the May 1952 issue, a view of the Mount Washington Cog Railway near Bretton Woods, N.H., and credited "J.J. Shaughnessy."

He also fell under the spell of the Rutland Railroad, and told the entire story of the railroad in his critically acclaimed book *The Rutland Road*, first published by Howell-North Books in 1964, with a new edition from Syracuse University Press in 1997.

Gradually Shaughnessy took his camera west to southern Ontario, Michigan, Ohio, and Illinois. He later said he made eight trips with his friend Phil Hastings, with whom his work is often compared.

Shaughnessy's reputation grew considerably, mostly in the pages of *Trains*. The editors knew that, in Shaughnessy, they could expect images that were beautifully composed and technically flawless, evidence of his tremendous skill in the darkroom. He was a master of the action photograph, taken in all manner of inclement weather, but he was also made frequent night photographs and depictions of railroaders at work.

For longtime *Trains* Editor David P. Morgan, Shaughnessy was invaluable for another reason: his embrace of the diesel. Morgan's great challenge in the 1950s was to sustain the appeal of the magazine despite the loss of steam, and Shaughnessy was an ideal foil. "Yes, the diesel was more predictable," Shaughnessy said, "and it quietly went about its business. It presented a different kind of visual challenge. But this was a transition era. It would only happen once. I was glad to be there for it."

The Railway & Locomotive Historical Society in 1987 honored Shaughnessy with its Fred A. and Jane R. Stindt Photography Award. In addition to his 2008 book *The Call of Trains*, his pictures were featured in another hardcover portfolio, *Jim Shaughnessy: Essential Witness*, published in 2017 by Thames & Hudson.

Shaughnessy's love of railroading never flagged, and his work continued to attract new fans into the 21st century. In 2007, *Classic Trains* magazine launched "The Shaughnessy Files," a regular feature showcasing not only some of Shaughnessy's best images – some for the first time – but also his memories of individual trips and subjects.

Apart from railroad photography, Shaughnessy had a long career as a licensed professional engineer. He taught civil engineering for many years and retired in 1995 as the director of environmental health for Rensselaer County. He is survived by his wife, Carol Shaughnessy, and by a son, James.

A wake for Jim Shaughnessy is scheduled for 4 to 7 p.m. Aug. 10, at the McLoughlin and Mason Funeral Home in Troy, followed by a funeral mass Saturday at Our Lady of Victory Church in Troy. Burial will be Troy's Oakwood Cemetery.

More on Shaughnessy from the September 2018 issue (p. 20) of the *Bridge Line Historical Society Bulletin*:

Noted Rail Photographer Shaughnessy Dies

by Kevin P. Keefe

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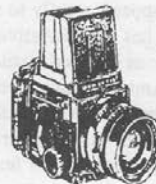
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86. **Addition for Volume XX:** Photograph of Level No. 13 from Breezy (Mike Bischak), Saturday, August 11, 2018:

“Good morning Dr. Powell, / I found the attached photo in my collection. Would this be the old level 13 or the Honesdale coal pockets off of level 13? The photo says old stock yards. Looks interesting. / Looks like another soggy weekend, stay dry, Breezy”



Level No. 13.
Note the man
picking coal
along the side
of the former
level.

SRP to Breezy, 08-11-208: “Interesting photo. Never saw it before. / Yes, Level No. 13. "Old Stock Yards and Fill"--When I think of "stock yards" I think of cattle and other animals, and there were no animal stock yards on Level 13 west of Honesdale. / "Stock Yards" here surely must mean "coal pockets" (where coal was stored/stocked/piled up awaiting shipment), and there were enormous coal pockets west of Honesdale on Level 13. At the bottom of these coal pockets (way down the bank, to the far left in this photo, at the edge of the Lackawaxen River) was the rail line into Honesdale, where the cars were loaded from the coal pockets.”

87. **Addition for Volume XXIII:** D&H / PCC Court Battle (copy from Bill Merchant, who downloaded it from Google Books):

Supreme Court, Kingston, Ulster County

The President, Managers and Company of the Delaware and Hudson Canal Company (the plaintiffs) versus The Pennsylvania Coal Company (the defendant). Summoned, April 23, 1857

Pleadings and Testimony taken before J. H. Dubois, Referee

Schoonmaker & Hardenbergh, Attorneys for Plaintiffs
William and B. Cutting, Attorneys for Defendants

Volume I:

August 31, 1847, D&H agreed to ship PCC coal at \$2.50 per ton (complete text of agreement given in Volume I). At that time, all D&H boats were of 50 tons capacity. If the Canal were enlarged, both D&H and PCC would benefit because more coal could be shipped through the Canal and the cost of transportation would be reduced. An enlargement of the Canal was completed on July 28, 1853 (cost to D&H \$2,500,000) and now boats of 125 tons could be used, and it now cost 40 cents per ton less to ship coal through the Canal than it did using boats of 50 tons capacity. The D&H now asks the PCC to pay 20 cents more per ton than the PCC agreed to pay (\$2.50 per ton) on August 31, 1847.

James S. McEntee, witness for the plaintiffs: Resides at Rondout, for a portion of the last 30 years has been a civil engineer; now lives on a farm. Began working for the D&H in July, 1825 (25 years old at the time; from spring of 1819 to 1825 McEntee worked on the Erie Canal--as axe man to assistant engineer, rodman, chainman, and leveler--and the Union Canal in Pennsylvania), and continued to do so until the close of the year 1830. Benjamin Wright was the chief engineer during the first year that McEntee worked on the canal; John B. Jervis after that. "In 1825 and 1826 I was engaged in laying out and superintending the construction of the canal; from that time until the commencement of 1830, I was engaged in superintending repairs to the canal, that portion of it between the Hudson and Delaware rivers." The canal as originally made "... was generally intended to be 20 feet wide on the bottom, with a slope on the side of 1 ½ feet horizontal to one foot perpendicular, making it 32 feet wide at the surface of the water, the water being four feet deep." The Canal was "about 108 miles long." "...about two and a half miles of it, from Eddyville, was slack-water navigation in the Rondout Creek." "The locks were nine feet wide, 75 feet long between the gates, and from six to twelve feet lift; they were all single locks." The boats first used on the Canal carried 25 to 30 tons. In August, 1847, the boats carried 40 to 50 tons. Since the enlargement, the boats carry about 125 tons. Since the enlargement "It [the Canal] is generally 32 feet and upwards wide on the bottom; the water six feet deep; the slopes

about the same as they were before; the width at the surface of the water 48 feet to 50 feet; the locks are fifteen feet wide and 100 feet long between the gates.” In the years 1827, 28 and 29, McEntee owned Canal boats and had them run on the D&H Canal. McEntee had 3 boats, each carried about 25 tons, and they carried merchandize and lumber and “carrying up the iron, engines, &c. for the railroad.” The boats now running on the canal are not all uniform capacity, they vary from 110 or 115 tons to 140. “Some of them have round sterns and round bows (these are not section boats and they carry 5 to 8 tons less than the section boats); some of them are built in something the form of a scow; some of them are what they call section boats, built in two sections.” The section boats carry on average 125 tons of coal. The cost of the transportation of coal on a 50-ton boat is \$1.18 per ton; 75 cents on a 125-ton boat. The average length of the boating season is seven months. Average life of a 125-ton boat is five years. “The round-bowed boats are generally built stronger and heavier; if they are the same size and dimension as the section boats, being heavier, they will consequently carry less. The large boats with round bows and sterns “are used in the river, more or less. . . to some extent, they are towed to New York.” From Eddyville, where the boats meet tidewater, the PCC boats are taken three and a half or four miles to Port Ewen on the Hudson River. “Port Ewen is on the west bank of the Hudson River, below the mouth of the Rondout Creek.” Not all PCC boats are first taken to Port Ewen. “. . .the principal part of them is; some of them are unloaded at Ponkhockie, inside the mouth of the creek.: When asked to “State whether it requires as strong a boat to be taken to Port Ewen as to navigate the river,” McEntee replied: “Perhaps it would not to navigate the river constantly, although they have to encounter pretty rough weather sometimes in going around the flats, at the light-house.” The boats built with round bows and sterns for the purpose of enabling them to navigate the Hudson River. They are built higher than would be necessary for the navigation of the canal and are decked over, or partly decked over, for the purpose of river navigation. Boats intended for use on the Hudson River are seven or eight tons heavier than boats intended for use on the canal.” The heavier boats carry less. “The coal boats were sometimes towed to landings near Rondout, along the river, in calm weather; they might have been navigated to New York in calm weather, but I don’t think it would have been safe with full cargoes of coal; they could not have been taken to the landings along the river, near Rondout, in rough weather, with full cargoes of coal.” “The canal is better adapted to the large boats than the old canal was to the small boats. . .There was a considerable portion of the canal as originally constructed that was but 17 feet wide at the bottom (and not 20 feet).” In rock excavations, the Canal was generally only 17 feet wide.

James F. Smith, witness for the plaintiffs: now works as Chief Engineer for the Schuylkill Navigation Company. It costs 44% less to ship coal in 125 ton boats than in 50-ton boats. On the Schuylkill Canal, a better class of men run the 125 ton boats (than the smaller boats).

John T. Clark, witness for the plaintiffs: age 56, civil engineer, worked on the Champlain Canal, worked as resident engineer in the construction of a portion of the Lackawaxen section of the D&H canal for 1827-1828 and “I think part of 1829.” “I was on that residency from the commencement of construction until the first boats passed though the canal; they came from tide-water and passed through my division.” Round-bowed boats and scow boats moved at the same rate of speed in the canal: low speed, 2 mph; high speed, 3 mph.

Russel F. Lord, witness for the plaintiffs, Wednesday, December 30, 1857. See pp. 179-256 (given below); also given below are five pages of the testimony of **William Turner**, boat builder, pp. 256-261.

Russel F.
LORD

Russel F. Lord. (Chief)

179

WEDNESDAY, December 30th, 1857.

Russel F. Lord, produced, sworn and examined as a witness on the part of the plaintiffs, testified :

Q. Where do you reside, and what is your profession ?

A. I reside at Honesdale, Wayne county, Pa. ; my profession is civil engineer.

Q. How long, and in what places, have you practiced your profession ?

A. Since March, 1826, and on the Delaware and Hudson Canal.

Q. State whether you were engaged in the original construction of that canal, whether you have since been in the employment of that company, and in what capacities.

✓ A. I was engaged in the original construction of the Delaware and Hudson Canal, and have ever since been in the employment of that company ; I commenced in their employ in March, 1826, as assistant of Portius R. Root, Esq., resident engineer, and continued until the summer of 1827, when I became resident engineer on the Lackawaxen section of the Delaware and Hudson Canal, and continued such until 1830 ; during the year 1830, I had charge of the Lackawaxen and Delaware divisions of that canal as engineer ; in 1831, I became chief-engineer of the canal, and have continued such until the present time.

Q. What duties do you discharge as engineer ?

A. My duties have been the superintendence and direction of all the business pertaining to the management of the canal.

Q. State whether you make the disbursements along the line of the canal, and how often, upon an average, you travel over the canal per month ?

A. The disbursements pertaining to the repairs, superintendence, and all the work for sustaining the canal, and boats built along the line of canal, are made through my hands ; during the spring, summer and fall months I pass over the line of the canal generally from two to three times per month.

Russel F. Lord

— began working
for D & H in
March 1826

— 1831, became
Chief
engineer
of the
Canal

— In March
1826, Lord
served as
assistant to
Portius R.
Root, Esq.,
resident
engineer.

4

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-- the rules for the government of
lock tenders are made by Lock.

180

-- the rules &
regulations &
by-laws for
the government
of the Canal
are made
by the
stockholders

-- 106 lift locks
and 2
guard locks
on the Canal

-- one weigh lock
at Eddyville &
one at Hawley

-- before 1843,
the canal boats carried 30 tons

563 Q. About what time of the year does the canal open, and when does it close, on the average?

A. It is generally opened from the 20th of April to the 10th of May, and generally closes from the 1st to the 10th of December, making ordinarily seven months navigation.

Q. Who makes the rules or the regulations for the running of boats?

A. The rules, regulations and by-laws, for the government of the canal, are made by the stockholders; the rules for the government of lock-tenders have been made by me.

Q. What is the length of the canal, and between what points does it run?

A. The canal is about 108 miles in length, and runs from tide-water of the Hudson River at Eddyville to Honesdale,

564 Pa.

Q. At what point does all the defendants' coal enter the canal, and how far is it this side of Honesdale?

A. At Hawley, about nine miles nearer tide-water than Honesdale.

Q. How many locks are there between Honesdale and Hawley?

A. Seven lift-locks, and one guard-lock.

Q. How many locks between Hawley and Eddyville?

A. Ninety-nine lift-locks, and one guard-lock.

Q. How many on the entire canal?

A. One hundred and six lift-locks, and two guard-locks.

Q. Are there any weigh-locks, and where?

565 A. There is one weigh-lock at Eddyville, and one at Hawley.

Q. How many divisions of the canal, and what are they called?

A. The canal from Eddyville to the point where it crosses the Delaware river, is called the New York section of the canal; from the Delaware river to Honesdale, is called the Lackawaxen section.

Q. How many tons did the boats carry on the Delaware and Hudson Canal, prior to the improvements mentioned in the contract of 31st August, 1847?

A. Prior to the improvements commenced in 1843, the boats carried about 30 tons.

Q. How much did boats carry ordinarily after the com-

Russel. A. Lord. (dict.)

181

pletion of those improvements, and before the enlargement? 566

A. About 50 tons.

Q. And how much since the enlargement?

A. 125 tons and upwards.

Q. State what improvements were in progress at the date of the contract on the 31st August, 1847.

A. The improvements contemplated upon the old line of the canal were then nearly completed; they were designed for increasing the head of water from 4 feet to $5\frac{1}{2}$ feet in the canal competent for boats to carry 50 tons; the Delaware and Lackawaxen aqueducts, and new line of canal between them, were in progress of construction; one aqueduct was over the Delaware river, and the other over the Lackawaxen river, and the line of canal between them was about half a mile; this half mile was of the full width of the enlarged canal.

Q. What were the original dimensions of the canal, and of the locks?

A. The locks on the original canal were 9 feet wide, and 75 feet between gates; the original canal was from 15 to 20 feet wide on the bottom, slopes on the tow-path side $1\frac{1}{2}$ to 1; the berm side was generally left rough, without any particular slope, and on rock sections nearly perpendicular, as the rock might be, excepting natural basins; its surface width was from 28 to 32 feet, and the depth of water four feet; the general width of the tow-path was built 10 feet, and maintained about eight feet.

Q. By what kind of improvements was the water deepened to $5\frac{1}{2}$ feet, so as to carry 50 ton boats?

A. The improvement was by raising the height of the towing-path banks, and where the natural surface on the berm was below the surface of the water in the canal, by raising the berm bank also sufficient to sustain a head of five and a half feet water, and by raising the height of the locks and appendages to correspond.

Q. What are the general dimensions of the enlarged canal and the locks?

A. The prism of the canal is 30 feet wide and over on the bottom, except at some few places that have been encroached upon since the enlargement, and which are now

24

Aug. 31, 1847
— head of water
increased from
4 feet to $5\frac{1}{2}$ ft;
boats of 50 tons

← the original
dimensions
of the canal
& locks.

568
← Improvements
in 1847

← The Canal in
1857

6

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— water 6' deep
 — locks 100 ft.
 between the
 gates &
 15' wide

— one lock less
 at High Falls &
 3 at Phillipsport.

— The new
 locks at
 High Falls;
 towing path
 on both sides
 of the canal
 past the locks

569 a little less, and through natural basins, which are more. The depth of water 6 feet, and surface width generally 48 feet and over, except at rock sections, where some of it may not be precisely 48 feet; the general width of the surface is more than 48 feet; the locks are 100 feet between gates and 15 feet wide; the tow-path is generally from 10 to 15 feet wide; a large portion of the material through which the canal is constructed is composed of quick sand, of which the tow-path is generally made, where such material occurs, and in some few places the tow-path may be less than 10 feet wide, occasioned by the action of the frost, which causes the material to run down so as to narrow the width of the tow-path in the spring, until it is restored in making the usual repairs, after the water is let into the canal.

Q. State whether, in making the enlargement, there was any change in the number of locks between Hawley and Eddyville.

A. There is one lock less at the High Falls, and three less at Phillipsport, making a reduction of four locks.

Q. State whether the length of the canal is shortened by the enlargement between Hawley and Eddyville.

A. The line is shortened somewhat by the change of location at the High Falls, which are on the Rondout Creek, and the change of line for the Delaware and Lackawaxen aqueducts; I do not think it exceeds half a mile altogether.

Q. In addition to lessening the number of locks, state what change was made in the location of the locks at High Falls, by which a boat could pass with less difficulty from one lock to another.

A. The locks on the old line of canal were on a reverse curve and zig-zag line to each other, making it difficult for boats to navigate through them; on the new line for enlargement the locks are on a light curve and facing each other, so that boats pass more freely direct from one lock to another; there was a towing-path only on one side on the old line, and the teams had to stop for one boat to pass over the line when meeting and passing each other in pools between locks; on the enlarged canal there is a tow-path on both sides of the canal past the locks, and the boats na-

Russel F. Lord. (Chair.)

183

vigate the pools without having to pass over the towing- 573
lines when meeting in the pools, so that they enter the locks
with more dispatch and less injury to the boats than they
could on the old canal.

Q. Describe a little more particularly the difficulty en-
countered in passing from one lock to another on the old
canal at High Falls.

A. The locks not standing facing each other made it neces-
sary for the boat to materially change its direction in the
short pools when passing from one lock to another, and
the boatmen had to head off and pole their boats around.

Q. State the number of locks there were at High Falls
on the old canal on this reversed curve.

A. There were five.

Q. State what in your judgment is the length of time
saved in navigating a boat through the locks at High Falls
by thus lessening the number of locks there and changing
their relative location and improving the tow-path there.

A. I should think it was more than a half a day each
round trip that a boat makes.

Q. In which section of the canal is High Falls, and how
far from Eddyville?

A. It is on the New York section of the canal, and about
nine miles from Eddyville.

Q. In which section is Philipsport, and how far from
Eddyville?

A. It is on the New York section, and about 34 miles
from Eddyville.

Q. State about how much time is saved in navigation by 575
the lessening of the number of locks and changes made in
the tow-path at Philipsport.

A. There is a saving of time by the improvement of the
line at that place of some hours each round trip; I cannot
say how much.

Q. State whether there is a saving of power or of labor,
as well as of time, by the changes you have mentioned at
High Falls and at Philipsport.

A. There is a saving in both.

Q. State whether there are any beneficial changes made
at Lackawaxen in addition to the enlarged dimensions of
your canal, and if so, what are they?

→ the old locks
at High Falls

→ the old locks
at High Falls
were on a
reverse curve
and zig-zag
line to
each other,
making it
difficult
for boats
to navigate
through
them.

8

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→ Crossing
the Delaware
River on the
old Canal

→ New Canal
at Neversink:
six locks
ascending
with loaded
boats from
the valley
of the
Delaware
to the
summit;
double
tow path as
at High Falls

576 A. There are; on the old canal the boats crossed the Delaware River in a pool created by the Delaware dam, using a rope ferry to transfer the horse from one side to the other; by the erection of the aqueduct, the boats pass direct through it over the river, and the horse on a towing-path on the side of the aqueduct.

Q. How much time is saved by the changes last mentioned?

A. I should think a day, or nearly a day in a round trip through the season.

Q. Were any beneficial changes made at the Neversink locks at the enlargement, by which time is saved and how much?

577 A. There were beneficial changes made there; there was a suspension aqueduct erected over the Neversink river on a less angle than the old one was; there are six locks at the Neversink, which are ascending with loaded boats from the valley of the Delaware to the summit, which is between the head waters of the Delaware river and of the Rondout creek; the locks there on the old canal were of the same width as the others on the old canal; on the enlarged canal these locks are $15\frac{1}{2}$ feet wide, making them six inches wider than those on the other part of the enlarged canal where navigation is descending towards tide-water; there is also a tow-path on each side of the canal of similar effect to the double tow-path at High Falls; there was a tow-path only on one side before the enlargement; these changes at the Neversink make the navigation of boats through the aqueduct and locks more easy and with greater dispatch than was on the old canal; there is a material saving of time, I cannot say how much; I should think the saving to be one-quarter of the time formerly taken to pass those points; I should think it saved from half an hour to an hour on each round trip of the boat; the saving is more than that though, more than an hour.

578 Q. How much time is saved by the fact that in making the enlargement the canal is shortened half a mile between Hawley and tide-water?

A. There is a saving, but I cannot say how much.

Q. Were there any beneficial changes made by the enlargement at Butler's Falls, and if so, what were they, and what time did they save?

These 6 Neversink locks are $15\frac{1}{2}$ feet wide, making them 6 inches wider than those on any part of the enlarged canal

Russell F. Lord. (Chief)

185

A. There were ; on the old line the bottom of the canal 579 was very narrow past Butler's rock section, much of it not more than 14 to 15 feet wide on the bottom ; it was not safe for boats to run up by the rocks and lay up when waiting for the working of the locks ; on the enlarged line that part of the canal has an extra width, more or less, and it is safer for boats when meeting and passing ; also to lay up when waiting for the lock ; there is some time saved, and the boats are less liable to receive injury than they were on the old canal.

Q. What beneficial changes, if any, were made by the enlargement at Mongaup ?

✓ A. The location of one of the locks was changed at that place so as to make it materially better for the navigation by lessening the curve in the pool between it and the other lock ; on the old canal the aqueduct was not of sufficient 580 width for boats to meet and pass in it in connection with the lock nearly adjoining one end of it ; on the enlarged canal the aqueduct has sufficient width for boats to meet and pass each other.

Q. How much time is saved by those changes ?

A. There is a saving of time, but I cannot say how much ; on the old canal, boats had to hold up and wait at the opposite end of the aqueduct from the lock ; more or less time and power were lost by such waiting in consequence of the boat coming to a dead rest, and having again to be started before it entered the lock ; it was considered to be a material difficulty at that point on the old canal 581 which is overcome by the enlarged aqueduct.

Q. In which section of the canal are Neversink, Butler's Falls and Mongaup ?

A. On the New York section.

Q. State whether all the beneficial changes you have described are between Hawley and Eddyville.

A. They are.

Q. State whether in enlarging the canal the curves were improved, or otherwise.

A. They were materially improved.

Q. State whether in widening the canal there was any proportionate increase of width at the curves beyond the width of the straight line of the canal.

The Canal at
Butler's Falls:
it is now
safer for
boats when
meeting and
passing.

In enlarging
the Canal
the curves
were
materially
improved

10

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582 A. There was.

Q. Can you state about what comparative portion of the distance in the length of the canal is widened by pools or natural basins?

A. About three miles of the navigation from Eddyville is slack-water navigation in the Rondout Creek; I should think something more than one-eighth of the whole length of canal was natural basins where the water flows out wider than usual canal width.

Q. State what other beneficial changes have been made by the enlargement, such as increasing the number of basins for the accommodation of boats, and any other beneficial changes that occur to you.

A. There is a greater increase of width in proportion on the enlarged canal; the canal has a greater proportionate width above and below locks; the berm side is more smooth and safe for boats to navigate and to lay up; basins have been walled and provided for stopping and moving boats, so that the navigation is more generally safe and easy than it was on the old canal.

Q. How many feet is Hawley above tide-water at Eddyville?

A. About 900 feet.

Q. How much do you ascend in going from tide-water to the summit level?

A. About 526 feet.

Q. How much do you descend from the summit to the Delaware River?

A. 58 feet.

Q. What ascent from the Delaware River to Hawley?

A. About 430 feet?

Q. State the distance from Eddyville to the summit level, the length of the summit level, the distance from the western extremity of the summit level to the Delaware River, and the distance from the Delaware River to Hawley.

A. The distance from Eddyville to the summit level is 35 miles; the length of the summit level is 17 miles; the distance from the western end of the summit level to the Delaware River is about 8 miles, and from where the canal strikes the Delaware River to Hawley is about 39 miles.

More than 1/8th
of the whole
canal is
natural basins
where the
water flows
out wider
than the
usual canal
width.

-- the summit
level is 526
feet above
tide water

Navigation is now safer
& easier than on the
old canal.

//

Russel F. Lord. (Direct)

187

Q. What is the general direction of the canal in going 585
from Hawley to Eddyville?

A. It is a northeasterly direction.

Q. Along what streams is the canal constructed?

A. From Eddyville to the summit the canal is along the
Rondout creek and its tributaries; thence along the Never-
sink and its tributaries to the Delaware River; thence
along the Delaware River to the Delaware aqueduct;
thence along the Lackawaxen River, in the State of Penn-
sylvania, to Hawley and Honesdale.

Q. State whether considerable portions of the canal are
excavated out of solid rock.

A. Large portions of the canal were excavated through
rock, or constructed upon and along the face of ledges of
rock, and between the ledges and the rivers and streams,
encroaching more or less upon the natural bed of the rivers
and streams.

Adjourned until Thursday, December 31st, 1857, at 10
o'clock A. M.

586 — Considerable
portions of
the Canal
are
excavated
out of
solid rock.

12

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THURSDAY, December 31st, 1857.

Russel F. Lord, on his *direct examination*, resumed by counsel for plaintiffs, further testified :

Q. You have stated that the pools and natural basins constituted about one-eighth of the enlarged canal; is the extent greater or less than it was on the old canal?

A. The extent has been increased by the enlargement.

Q. You have stated several beneficial changes made by the enlargement, by which time is saved independent of the advantage of the increased dimensions; were any changes made by the enlargement by which time is lost?

A. None that occur to me.

Q. Will you state the length of time occupied in going from Honesdale to Hawley with a loaded boat, and in returning with a light boat?

A. I cannot say precisely; probably from 15 to 18 hours; I mean for the round trip.

Q. Will you state the capacity of the canal before enlargement, and the capacity since the enlargement?

A. The utmost capacity of the canal before the enlargement would not exceed from 800,000 to 864,000 tons; since the enlargement it is from 1,600,000 to 1,800,000 tons.

Q. Were the beneficial changes of which you have spoken at High Falls, Mongaup, Butler's Falls, Philipsport and Neversink, a portion of the improvements in progress at the date of the contract, or were they a portion of the enlargement?

(The last clause of the question objected to. Answer taken subject to objection.)

A. Such changes were not contemplated in the improvements; they were a portion of the enlargement.

(This answer objected to by counsel for defendant.)

Q. How many locks are there on the canal between the Hudson river and the Summit Level?

Before enlargement
the canal
could carry
800,000 to
864,000 tons
of coal; after
enlargement
from 1,600,000
to 1,800,000.

Russell A. Lord. (Daict.)

189

A. Fifty lift-locks and one guard-lock.

590

Q. How many between the Summit Level and the Delaware river?

A. There are six locks between the Summit and where the canal strikes the Delaware river.

Q. State whether those locks are the only locks a loaded boat has to pass through in ascending to the Summit.

A. Those are the only locks where the loaded boats ascend in going towards tide-water.

Q. Can a loaded boat be flooded out of an ascending lock?

A. It cannot.

Q. Why were these six locks made six inches wider in the enlargement than the descending locks?

591

A. To give more room for displacing the water when an ascending boat was going into them, and to save power as well as to increase their speed.

Q. Would it have been necessary thus to make them 6 inches wider, if loaded boats could be flooded out of them?

A. The additional width was made to aid the ascending boat upon entering a lock on the lower level, as well as to make it easier to draw the boat out, when it was raised to the upper level; the aid for dawning out on the upper level would not have been needed if the boat could have been flooded out.

Q. Can loaded boats going to tide-water be flooded out from all the other locks on the canal?

A. They can.

Q. Describe the process of flooding.

592

A. Water is let in from the upper paddles so as to flood the boat out without the aid of much horse-power, and, generally, by the time the horses get a tight line, the boat is out of the lock, and moving with the ordinary speed it attains on the levels between locks.

Q. State whether such flooding out is a saving of time as well as of power.

A. It is.

Q. Were there such paddle gates in the locks of the old canal?

A. There were paddle gates on the old canal, but not in

25

→ Why these 6 locks were made 6 inches wider in the enlargement

The six locks at Cusdebuckville are the only locks where the loaded boats ascend in going towards tide water.

→ Loaded boats can be flooded out from all other locks except these 6.

14

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With the larger
boats, flooding out
is not
only
permitted, but
required and
practiced.

"flooding out"
boats on
the
canal

The 1847
enlargement

190

593 the same position; there were upper paddle gates, but it was not safe to flood boats out.

Q. Why was it not safe?

A. In consequence of the narrow boat, and the depth of water it drew it was liable to run back against the upper gates so as to injure them as well as the boat; the boat was also liable to be filled with water, causing it to sink, and when it came out of the lock to sheer against the banks and other boats that were below the lock.

Q. State whether for these reasons the flooding out of boats was prohibited by the rules of 1847.

A. It was; except in cases where it might be done to prevent greater accidents.

Q. Is it safe on the enlarged canal to flood out the larger boats now used; and is it prohibited or permitted by the present rules, and what is the present practice?

594 A. It is safe to do so; and, where the canal is in order, it is not only permitted but required and practiced.

Q. When was the enlargement resolved upon by the company?

A. It was some time in the fall of 1847.

Q. When was the work commenced?

A. In December, 1847.

Q. What was done during the year 1848?

A. There was \$417,708 expended by me towards the enlargement up to December, 1848; it was expended in enlarging five locks, and the trunk of canal, and in increasing reservoirs.

595 Q. In enlarging the canal, which was first enlarged—the locks or the trunk of the canal?

A. The locks were first completed, the work on the trunk of the canal having been in progress during the same time.

Q. How much was expended towards the enlargement, and what was done during the year 1849?

A. From 1st December, 1848, to December 1, 1849, there was expended about \$708,007, during which 55 locks were enlarged, and the balance expended mainly in enlarging the trunk of the canal and increasing reservoirs.

Q. How much was expended on the enlargement, and

Rufel. J. Lord. (Diict)

191

for what purposes from December 1, 1849, to December 1, 1850? 596

A. \$807,603 for completing the locks and enlarging the trunk of the canal and some increase of reservoirs.

Q. How much was expended on the enlargement, and for what purposes, from December 1st, 1850 to December 1st, 1851?

A. \$264,280, mainly in enlarging the trunk of the canal.

Q. How much was expended on the enlargement, and for what purposes from December 1st, 1851, to December 1st, 1852?

A. \$100,114, mainly in enlarging the trunk of the canal and some increase of reservoirs.

597

Q. When was the enlargement completed?

A. In the spring of 1853.

Q. How much was expended, and for what purposes, between December 1, 1852, and the completion of the enlargement?

A. \$65,501, mainly in enlarging the trunk of the canal and some increase of reservoirs.

Q. What was the aggregate cost of the enlargement?

A. There was expended between 1847 and 1853, for the purchase of sites for reservoirs and right of way, &c., for canal \$42,387: including that sum there was expended for the enlargement through my hands \$2,421,082. There were some other expenditures through the treasurer of the company that did not pass through my hands, the amount of which I cannot state.

*Cost of
enlargement
between 1847
and 1853.*

Q. What was the amount expended on the enlargement prior to the opening of navigation in the spring of 1849? 598

A. About \$763,000.

Q. State whether the sum last mentioned includes the expenditures upon the Delaware aqueduct.

A. It does not.

Q. What was the cost of the Delaware aqueduct, and when was it completed?

A. The cost of the Delaware and Lackawaxen aqueducts and the new line of canal to form the connections with the old line of canal was \$193,366 $\frac{7}{8}$, and were completed and brought into use on the opening of the canal in 1849.

16

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First PCC coal in Canal - Shipped
06-08-1850

192

599 Q. Is that sum included in the \$2,421,082 mentioned by you?

A. It is not.

Q. What was the last sum appropriated for improvements previous to the enlargement, and when?

A. I estimated in January, 1847, that it would require to complete the improvements for boats of from 50 to 55 tons \$12,000, and expended during the season of 1847, for such completion, together with some protection walls against floods, \$47,341; this was the last sum expended for completing the improvements on the old line of canal.

Q. State whether a boat carrying 125 tons on the enlarged canal is navigated more or less easily than a boat carrying 50 tons on the canal before enlargement having all the benefit of improvements previous to the enlargement?

A. I think the 125 ton boats are navigated with two horses more easily on the enlarged canal than the 50 ton boats were with one horse on the old canal, with the benefit of the improvements.

Q. When was defendants' coal first carried on the Delaware and Hudson Canal?

A. Their first coal was cleared from Hawley on the 8th June, 1850.

Q. Who carried the defendants' coal on the Delaware and Hudson Canal during the years 1850 and 1851?

A. For the years 1850 and '51 there was an arrangement between the two companies, by which the Delaware and Hudson Canal Company let the boats and received the coal of the Pennsylvania Coal Company at Rondout, and paid the freight thereon; the coal went into the common stock and was sold by the Delaware and Hudson Canal Company, and the proceeds paid over.

(Answer objected to by counsel for defendants, for that it states the terms of the agreement referred to without producing the same.)

Q. When did the defendants first commence carrying their own coal on the Delaware and Hudson Canal?

A. In 1852.

- the 125-ton boats are navigated with 2 horses more easily on the enlarged canal than the 50-ton boats with one horse on the old canal.

✓
The first 2 years of PCC shipments

↗ PCC first started to carry their own coal on the D & H Canal in 1852

17

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Rufel A. Lord. (Direct)

193

Q. Have they carried their own coal ever since?

602

A. They have.

Q. What kinds of boats do they use, and how much do they carry?

A. The usual model of a round bowed boat, carrying from 115 to 120 tons each; some of them have carried more than 120 tons, according as the weight of the light boat might be.

Q. Is there any other model of boat lighter than the round-bowed boats, and less expensive, which would answer every purpose for the navigation of the canal?

(Objected to as leading: answer taken subject to objection.)

603

A. There is.

Q. Describe it.

A. The round-bowed sectional scows I consider to be the most economical boats for canal transportation; they cost less than the round-bowed boats: they are lighter, and carry more cargo with the same draught of water.

Q. How much lighter are they, and how much more cargo will they carry with the same draught of water?

A. They are from seven to eight tons lighter, and will carry an equal amount of cargo more, namely, from seven to eight tons.

Q. Are sectional boats used to a considerable extent by the plaintiffs in navigating the canal?

A. They are.

Q. What benefit is it to the defendant to use the round-bowed boats?

604

A. Because the sectional scows would not be safe to run on the Hudson River to Port Ewen and New York.

Q. When were these large boats first run on the canal?

A. In 1850.

Q. What is the practice of the plaintiffs and defendant as to the mode of getting their coal through the canal?

A. The boats are generally provided by the companies and sold to persons under contracts to run them in the transportation of coal for the respective companies and to pay an instalment each trip in liquidation of the price of the boats.

*PCC used
round-
bowed boats
carrying
115 to 120
tons*

*Round-bowed
sectional scows
are the most
economical
boats for canal
transportation*

*PCC used
many
sectional
boats*

*Sectional scows
not safe on
Hudson River to
Port Ewen or to
New York.*

18

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605 (Answer objected to by counsel for defendant, as stating the contents of contracts without producing such contracts.)

Q. Who has made the contracts for the building of boats for the Delaware and Hudson Canal Company?

A. Those built on the line of the canal and at Honesdale were generally contracted for by me since the first completion of the canal. A very considerable number of their boats are built on the line of the canal and at Honesdale. My impression is, more than half of them.

Q. Through whom have the payments been made for the boats so purchased by you for the company?

606 A. The payments have been made by me or through my hands.

Q. Has there been any fluctuation in prices of labor and materials, that would affect the cost of a boat between 1848 and 1853?

A. There has.

Q. What is it?

(Objected to and answer taken subject to objection.)

A. I think there has been an advance on such prices of from 20 to 30 per cent. from 1848 to 1853.

Q. What was the cost of a 50 ton boat in 1848?

A. \$410.

Q. What would such a boat have cost in 1853, at the prices then charged.

607 (Objected to. Answer taken subject to objection.)

A. I think it would have cost from \$475 to \$490.

Q. What was the cost of a 125 ton boat of the kind you call sectional scow in 1853?

A. They cost from \$900 to \$925 in 1853; I mean the sectional scow.

Q. What would such a boat have cost in 1848 at the prices of that year?

(Objected to.)

Answer taken subject to objection.

A. I think they could have been built in 1848 at from \$750 to \$800.

*a. 50-ton boat in
1848 cost
\$410.00*

*a sectional
scow cost
from \$900 to
\$925 in 1853*

Rupel A. Lord. (Direct)
195

Q. What was the cost of a round-bowed boat of 125 tons 608
in 1853, such as you have spoken of in describing those
used by the defendant?

A. I paid \$1400 for them at that time.

Q. What would such a boat have cost in 1848 at the
prices then charged?

(Objected to. Answer taken subject to objection.)

A. From \$1175 to \$1200.

Q. What is the life of these different models of boats re-
spectively?

(Objected to, for that it does not appear that the witness
has personal knowledge upon the subject. Answer taken, 609
subject to objection.)

A. I do not think there is much difference in the life of
the respective boats if they are used with the same care ;
the life of them would be about five years.

Q. Was there any difference between the life of a boat
on the old canal and one on the enlarged canal?

(Objected to upon the same grounds as last preceding
question, and also as leading.) Answer taken, subject to
objection.

A. I think there was not under the same circumstances.

Q. State what means you have of judging upon this
subject, whether derived from experience, observation or 610
otherwise.

A. I have made and settled contracts for building boats,
and had supervision of the work on them ; and also of the
repairs of boats of the Delaware and Hudson Canal Com-
pany, more or less, since the canal was originally built,
and their boats have been more or less under my care al-
ways while on the canal.

Q. What do you mean in your answer to the last ques-
tion but one by saying "under the same circumstances?"

*a round -
bowed boat
of 125 tons
cost
\$1,400 in
1853.*

20

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611 A. The same circumstances of material, workmanship and care.

Q. From your actual experience, state whether you have found any difference in the ages of boats on the old canal and on the new.

(Objected to as leading. Answer taken subject to objection.)

- 50 ton boat on
old canal
manned
by one horse,
ten men & a
boy

A. I have not under the same circumstances last mentioned.

✓ Q. How was a fifty ton boat on the old canal manned?

A. One horse, two men and a boy.

612 Q. How are the 125 ton boats manned?

A. They require two men and a boy, or three men, and two horses.

(Answer objected to by counsel for defendant, as not meeting the point of enquiry.)

- 125 ton boat:
2 men & a boy,
or three
men & 2
horses.

Witness proceeded to state: There has been but very little difference, if any, in manning the two classes of boats except an additional horse on the large boats; I mean on the Delaware and Hudson canal.

Q. What has generally been the crew of the enlarged boats?

A. A captain, bowsman, and a driver. ✓

Q. What of a small boat?

613 A. The crew was the same.

Q. State whether the crew you have described manage a large boat of 125 tons more or less easily than a small boat of 50 tons.

(Objected to as leading. Answer taken, subject to objection.)

3-man crew:
a captain,
a bowsman,
& a driver

A. I think the crews manage the 125 ton boats more easily than the same crews managed the 50 ton boats on the old canal.

Q. What were the prices paid for wages of captain, bowsman and driver, say in 1848?

21

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Rufel A. Lord. (Direct)

(Objected to, for that it does not appear that the witness 614
has personal knowledge upon the subject. Answer taken,
subject to objection.)

A. I could not tell very well without reference to books
or memoranda, which I have not with me.

Q. State whether there has been a fluctuation of price
in the wages of such men, between the years 1848 and
1853, and if so, whether the prices have advanced or have
become less.

(Objected to. Answer taken subject to objection.)

A. Prices have advanced.

Q. State whether there has also been, during those two 615
periods, an advance in the price of horses and of feed.

(Objected to. Answer taken subject to objection.)

A. There has been an advance.

Q. Will you state what is the average rate of speed of
loaded boats between the locks?

A. I never have timed the boats otherwise than by ob-
servation while passing on the tow-path in company with
boats, and I think there is no material difference in the
speed of the two classes of boats while moving on the
canal: I mean the 125 ton and the 50 ton boats.

(The latter part of the answer, commencing with the
words "and I think," objected to by counsel for defend- 616
ant.)

Q. Does your last answer apply to loaded boats only, or
is it applicable also to light boats?

A. To the boats in both cases.

Q. Does it take a loaded boat of 125 tons on the enlarged
canal a greater or less time to go from Hawley to tide-
water, than it did a fifty ton boat on the old canal?

(Objected to as leading, and also upon the ground that
26

*The 125 ton
and the
50 ton boats
move at
the same
speed.*

22

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Russel F. Lord. (Direct)

199

WEDNESDAY, January 6, 1858. 619

Russel F. Lord, on his direct examination, resumed by counsel for plaintiff, further testified.

The witness here wished to correct a portion of his testimony heretofore given and stated—

In answer to the question in folio 568:

Q. What are the general dimensions of the enlarged canal and locks?

My answer as there given does not convey the ideas I intended to express; it should have been, and my answer to that question is— 620

A. The prism of the canal is 30 feet wide and over on the bottom, except at some few places that have been encroached upon since the enlargement, and which are now a little less, and through natural basins, which are more; the depth of water six feet, and surface width generally 48 feet and over, except where there are some inside walls and rock sections, on which it is less; I think the general dimensions of the canal will average more than equal to 30 feet on the bottom and 48 feet surface, excluding bridges and aqueducts; the locks are 100 feet between gates and 15 feet wide; the tow-path is generally from 10 to 15 feet wide; a large portion of the material through which the canal is constructed is composed of quicksand, of which the tow-path is generally made where such material occurs; and in some places the tow-path may be less than 10 feet wide, occasioned by the action of the frost, which causes the material to run down so as to narrow the tow-path in the Spring until it is restored in making the usual annual repairs. 621

← the general dimensions of the enlarged canal & locks

Russel F. Lord, on his cross-examination by counsel for defendant, further testified:

24

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622 Q. You have stated that the prism of the canal is 30 feet wide and over on the bottom, except at some few places that have been encroached upon since the enlargement—are there not several places at which the bottom width of the enlarged canal, as originally constructed, was materially less than 30 feet and in which the contraction is not owing to subsequent encroachments?

A. The enlargement was constructed under the supervision of the several superintendents, and the general directions to them were to construct it 30 feet wide on the bottom or over; I have not in my mind any distances where
623 it was materially less; in my former answer, I intended to give the general dimensions.

Q. Did you hear that part of the testimony of James S. McEntee in which he stated the measurements made by him on the enlarged canal?

A. I did.

Q. Are you enabled to state of your own knowledge that the contraction of the bottom width of the enlarged canal at the various points stated in detail by him, where such bottom width was found to range from 23 to 30 feet, was owing to encroachments subsequent to the completion
624 of the enlargement?

A. I could not state from my own knowledge, as I have not made a general measurement of the canal; there are places which have been encroached upon by slipping in on the berm side, and by filling in on the tow-path side, to preserve the canal since the enlargement.

Q. State, according to your best knowledge and judgment, what was the original bottom width of the enlarged canal at the point between locks 12 and 13 on the Lackawaxen, where Mr. McEntee on his measurements found it
625 to be 23 feet.

A. I think it must have been a slipping down from the banks; I do not identify the place now; on referring to Mr. McEntee's testimony, I find that he called the first lock on the Lackawaxen section No. one, which is No. four; locks Nos. 1, 2 and 3 on that section have been abandoned in consequence of the construction of the Delaware aqueduct, and the others on that section are still distinguished by their original numbers, and the lock at Hawley is number

25

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Rufel A. Lord. (Direct)

201

30, which was called No. 27 by Mr. McEntee; the locks 626
commence numbering at one, at tide-water, and number up
to the Delaware dam; and then commence again at No. 1
on the Lackawaxen section and continue numbering up to
Honesdale.

Q. Please refer to the printed record of Mr. McEntee's
testimony, at folios 238 and 239, and state how the error
made by him in the numbering of the locks, which you
have referred to, affects the correctness of his designation
of the respective locks in that testimony.

A. I think that where Mr. McEntee refers to locks Nos.
12 and 13 on the Lackawaxen, he means locks Nos. 15 and
16; and where he refers to locks Nos. 16 and 17 on the 627
Lackawaxen, he means to designate locks Nos. 19 and 20;
and where he refers to locks Nos. 20 and 21 on the same
section, he means locks Nos. 23 and 24; and by locks Nos.
23 and 24, he intended to designate locks Nos. 26 and 27;
and for locks Nos. 24 and 25, he intended locks Nos. 27 and
28; these are all on the Lackawaxen section.

*Clarification
on lock
numbers*

Q. If the canal at a point where the bottom width was
originally 30 feet, has been reduced to a bottom width of
23 feet by a slipping down from the banks, as you think to
have been the case at the point on the Lackawaxen, refer-
red to a short time since, why has not the original width 628
been restored?

A. It has been occasioned, I believe, by the slipping na-
ture of the material on the berm, and by filling in on the
tow-path side to preserve the canal, and I think there has
been an extra head of water on that level to overcome it;
I have not known of boats meeting with obstruction on ac-
count of the bottom width at that place.

Q. If the contraction had been caused by the falling in 629
of loose earth or rock from slides, would not your general
system of management in respect of repairs in the winter
and spring, if carried out as usual, have caused a removal
of such obstruction?

A. The loose material would be so removed, but where
the encroachment is occasioned by the pressure from a
quicksand hill, the difficulty might be increased by enlarg-
ing the cut into the base before time was allowed for it to
settle and become more permanent.

26

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630 Q. Was your statement, that the bottom width of the original canal was from 15 to 20 feet, and the surface width of the same from 28 to 32 feet, based upon measurements made by yourself?

A. I measured more or less of it.

Q. When, and to what extent?

A. While making Spring repairs, and at places where boats had been obstructed in passing each other, and when taking out material from the bottom, and also some of it when the canal was being built.

Q. In what years were such measurements made by you?

A. I think I have measured more or less of it every year since its construction.

631 Q. In what year was the transportation of coal on the Delaware and Hudson Canal in any considerable quantity commenced?

A. I think there was a small quantity of coal passed through the canal in the fall of 1828; the first boats went up the canal with railroad iron, and brought down coal that year—a very small quantity; there was no considerable quantity brought down until the year 1829; for the quantity of coal transported that year and subsequent years I will have to refer to the reports of the Delaware and Hudson Canal Company.

There was transported in the year 1829... 7,000 tons.

And in the year 1830.....43,000 "

Q. About what quantity of coal did the boats first used in the business of that canal carry, say in the years 1830 and '31, or thereabouts?

632 A. I think they carried in the neighborhood of 25 tons, but am not certain.

Q. Please state, according to your best recollection, the quantity of coal that the boats carried on that canal when the coal business was commenced thereon.

A. There were great difficulties in making the canal originally hold water, and I believe the cargoes fluctuated more or less at first; as near as I can recollect, they varied from 22 to 27 tons, and, if you mean the first year, I think

Shipments on
the Canal
in 1828 to
1829

"There were
great
difficulties
in making the
Canal originally hold water."

Rufel F. Lord. (Direct)

208

they varied from 10 to 15 or 20 tons; I speak only from 633
recollection.

Q. Was there not, according to your best recollection, a period, while the coal business was being actively carried on, at which the cargoes did not average more than from 20 to 22 tons, or thereabouts?

A. There probably was, but I have no distinct recollection of the time.

Q. Was there not a gradual increase in the tonnage of the boats used up to about the year 1840; if so, what was the cause of such increase, and what maximum tonnage was reached, up to the period referred to?

A. I believe there was such gradual increase; as the embankments became more impervious to water, the head of water was increased on the canals, so that the boats carried 634
larger cargoes to correspond; and in 1840, I think, some boats carried from 28 to 30 tons.

Q. Were there not places, on the canal, of contracted width, at which there was from time to time a widening effected prior to the year 1842?

A. The canal was originally built with great economy, and on rock sections and other places, more or less was left above canal bottom; there were considerable portions of it at which boats could not pass each other; in making repairs, narrow places were widened as much as circumstances would permit, to avoid obstructions by the wedging of boats, &c.

Q. At what period was a plan first adopted for enlarging the canal, and in what manner was such enlargement 635
proposed to be accomplished?

A. I think I was authorized, some time in the fall of 1842, to expend about \$100,000 for increasing the head of water, so that the boats might carry 40 tons.

Q. At that time, what cargoes did the boats carry?

A. They were carrying from 30 to 31 tons I think.

Q. Was there not in the month of September, 1842, a plan adopted for enlarging the canal, proposed to be accomplished in a particular manner, and with the view of obtaining a particular result? If so, please state as fully as you can such plan, and the contemplated effects and result.

28

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Enlarging the Canal, September 1842

204

→
... to make 40-
ton cargoes
possible

636 A. In the month of September, 1842, a plan was adopted for enlarging the canal, to be accomplished by raising the height and increasing the strength of its banks and appendages, with materials taken mainly from its bed and berm side, below the surface of the usual boating head, sufficient to sustain 5 feet depth of water, improve its channel and make it competent for boats to navigate it carrying 40 ton cargoes; with the view of making a more desirable business for boatmen, and thereby reduce the rate of freight.

Q. Was such plan carried out, and if so, when?

637 A. The improvement was commenced in the fall of 1842, and prosecuted to a considerable extent the ensuing winter, in order to realize in part its benefits for the year 1843, and to have it completed during the season of 1844; the depth of water was gradually increased during the season of navigation as the banks were prepared to sustain it; its immediate effects were apparent by the boats which were adapted to the former head of 4 feet, being able to carry an increased cargo in proportion to the additional depth of water; the best class of those boats had their sides raised in order to improve the offered advantages, and new boats were built
638 on an enlarged plan to correspond with the improved canal.

Q. What quantity of coal did the boats carry at the commencement of business in the year 1843, and what quantity did they carry at the close of that season, and what was the average of the cargoes during the whole season?

A. As appears by my report, they carried about 30 tons at the commencement of the season of 1843, and about 40 tons at the close of that season, and the average cargoes of
639 all the boats during the whole season was $34 \frac{1}{2}$ tons.

Q. Is the report, referred to in your last answer, now lying before you, and is it in your own handwriting, and was it made by you in your capacity as Chief Engineer, to the Delaware and Hudson Canal Company?

A. It is in my handwriting, is now before me and was so made by me to the Delaware and Hudson Canal Company.

Q. What was the average freight paid by the Delaware and Hudson Canal Company, for the transportation of their

29

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Rupel A. Lord. (Direct.)
205

coal on the Delaware and Hudson Canal through the season 640
of 1843?

(Objected to as incompetent and immaterial. Answer
taken subject to objection.)

A. It appears by my report to have been \$1.03 per ton
on 227,605 tons of coal, that being the quantity transported
that season.

Q. Was not such average rate increased by reason of the
fact, that at the commencement of the season the boats car-
ried only the same quantity as in the preceding year?

(Objected to as immaterial. Answer taken subject to 641
objection.)

A. My opinion at that time was, that inasmuch as the
boats commenced in the spring with the same cargoes they
carried the former year, that although they were increased
during the season, the advantages derived from the enlarge-
ment that year were not so clearly developed as they other-
wise might have been.

Q. Please state the quantity of coal transported on the
canal for the Delaware and Hudson Canal Company in the
year 1844, and the average rate of freight paid by them
thereon.

(Objected to as immaterial. Answer taken subject to 642
objection.)

A. It appears, from my report, to have been 251,005
tons, and the average freight 97 cents per ton.

Q. Please state the average tonnage of the boats used
on the canal that season.

A. It appears from the report that all of the boats, taken
together for the whole season, averaged 40 $\frac{1}{4}$ tons.

Q. Please state the average tonnage carried that season
by the old pattern boats, of which the dimensions had not
been altered; likewise the average tonnage carried by the
old boats which had been raised, and also the average ton-

27

1844—
251,005 tons
of coal shipped
at the
average
freight rate
of 97¢/Ton

30

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643 nage carried by the new boats built with reference to the enlargement which had been made.

A. It appears by the report the old pattern boats averaged $36 \frac{1}{2}$ tons; the old boats which had been raised averaged $39 \frac{1}{4}$ tons, and the new boats averaged $42 \frac{1}{2}$ tons.

Q. Subsequent to the enlargement which permitted the use of boats carrying 40 tons or thereabouts, and before the enlargement which has given rise to the present controversy, was there another enlargement of the Delaware and Hudson Canal, and if so, when was such enlargement determined on, in what manner was it effected, and what was the maximum tonnage of the boats at the completion of that enlargement?

A. There was another enlargement; in the fall of 1844 it was resolved to continue the improvement on the same plan and increase the depth of water to $5 \frac{1}{2}$ feet, making the canal competent for the navigation of boats laden with 50 tons, and the requisite work progressed during the years 1845 and 1846, being nearly completed at the date of this report, which was January, 1847.

Q. Please state the quantity of coal transported by the Delaware and Hudson Canal Company on their canal during the season of 1845, and the average rate of freight paid by them thereon.

(The portion of the question relating to the rate of freight objected to as immaterial and irrelevant. Answer taken subject to objection.)

A. It appears by my report to have been 266,072 tons, and the average rate of freight appears to have been 97 cents per ton.

Q. In that season was navigation impeded by any unusual cause; and, if so, what, and how did such cause affect the navigation and the freights?

A. It is stated in my report that there was an extensive drought that season, which deranged the navigation, more or less, during 53 days, and during that period the boats were laden with lighter cargoes, and an advance of freight was made, to compensate the boatmen; in consequence of

*Fall of 1844 -
depth of water
up to $5 \frac{1}{2}$ ft;
50-ton boats
now possible*

*1845 - 266,072
tons
shipped @
97¢/ton.*

*1845 - 53
days of drought, which deranged
the navigation.*

Rufus A. Lord. (Dirict)

207

which the average tonnage and rate of freight for that year 646
does not exhibit so fully the advantages of the enlargement,
compared with the season of 1844.

Q. Please state the average tonnage carried by the boats
used on the canal that season.

A. All the boats for the whole season averaged $42 \frac{1}{4}$
tons.

Q. What was the average tonnage carried in that season
by the new boats built for the enlarged canal, during the
time there was a full supply of water in the canal?

A. It is stated in the report to be $45 \frac{1}{4}$ tons.

Q. Please state the quantity of coal transported by the
Delaware and Hudson Canal Company, on their canal, in
the year 1846, and the average rate of freight paid by them 647
thereon.

(The portion of the question relating to the rate of freight
objected to, as immaterial and irrelevant. Answer taken
subject to objection.)

A. It is stated in the report to be 318,400 tons, and that
the average rate of freight was $91 \frac{1}{4}$ cents per ton.

Q. Between what points was the transportation of the
coal of the Delaware and Hudson Canal Company, in the
years 1843, '44, '45 and '46, to which the rates of freight
you have stated for those years refer?

A. Between Honesdale and Rondout.

Q. Please state the average tonnage carried by the boats
on the Delaware and Hudson Canal, in the year 1846. 648

A. The new boats averaged $49 \frac{1}{2}$ tons, and all the boats
for the season averaged $46 \frac{1}{4}$ tons, as appears by my re-
port.

Q. What was the maximum quantity carried by the boats
in the latter part of the season of 1846?

A. The boats carried 50, 51, 53 and 54 tons the latter part
of that season, as stated in my report.

Q. How did the traction of the boats used in 1846 and
carrying 50 tons, compare with that of the boats used in
1843 carrying 30 tons?

A. I stated in my report, "I think the traction of the

1846 —
318,400 tons
shipped

32

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649 boats now with 50 tons is no greater than it was in 1842 with 30 tons."

Q. Was that a fair and true statement?

A. I had no doubt of it at that time.

Q. How did the annual repairs of the boats used subsequent to the enlargement which permitted the use of 50 ton boats compare with the annual repairs of the boats carrying 30 tons.

(Objected to. Answer taken subject to objection.)

A. It is stated in my report, "the annual repairs of boats have been reduced more than 33 per cent. by the improvement."

650 Q. Was that a fair and true statement?

A. It was, from the best information I then had.

Q. Was the improvement referred to in your last answer but one, the improvement which had resulted in permitting the use of boats carrying 50 tons, in lieu of boats carrying 30 tons?

A. The comparison had reference to the improvement subsequent to 1842.

Adjourned to Thursday, January 7, 1858, at 10 o'clock A. M.

Russel F. Lord. (Cross)

209

THURSDAY, January 7, 1858. 651

Russel F. Lord, on his *cross-examination*, resumed by counsel for defendant, further testified :

Q. Was not the average rate of freight paid by the Delaware and Hudson Canal Company for the transportation of their coal in the years 1845 and 1846, as mentioned in your testimony, increased by reason of the fact that during those years a considerable proportion of the boats in use on the canal were not adapted to carry the full quantity of 50 tons ?

(Objected to as irrelevant. Answer taken subject to objection.)

A. The freight was not paid through my hands, and I am unable to answer the question any further than is stated in my report which I have referred to. 652

Q. Would the fact that a portion of the boats in use were not adapted to carry 50 tons, have a tendency to raise the average rate of freight beyond what it would have been, if all the boats could have carried that quantity ?

(Objected to as immaterial and irrelevant. Answer taken subject to objection.)

A. I inferred in my report that the boats were not so well adapted in 1845 and 1846 to exhibit the advantages of the improvement as they were in 1843 and 1844 ; how far the rate of freight paid was affected by it I cannot say, as the disadvantages might have been against the boatmen. 653

Q. In your judgment, if, in the year 1846, all of the boats in use on the canal had been adapted to carry the full quantity of coal which the then capacity of the canal permitted, say from 50 to 54 tons, would the average rate of freight for transportation of coal on that canal in that year have been greater or less than it was under the circumstances which actually existed ?

34

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654 (Objected to as before, and because the question assumes a larger capacity of canal than is established by proof. Answer taken subject to objection.)

A. In the year 1846 labor and articles which are elements in the boating business, were unusually low, and I cannot say whether the condition of the boats had an influence on the freight paid or not.

Q. In your judgment, could the advantages of the enlargement of the canal in the reduction of freight or cost of transportation thereon by reason of the boats being enabled to carry a greater tonnage, be fully realized until the boats were fairly adapted to carry the increased tonnage which the enlargement permitted?

A. In my judgment, the natural consequence of an increase of tonnage that boats are enabled to carry is a reduction in the cost of freight which would be realized in proportion to the cargo boats are able to carry.

Q. Do you mean by your last answer to give an affirmative or a negative answer to the question put to you?

A. I mean to give an affirmative answer so far as the weight of cargo might have affected the rate of freight during the year I have referred to.

656 Q. Answering without reference to the prices of any particular year, supposing a canal of such dimensions as that the maximum tonnage which a boat could carry was 30 tons, to be so enlarged as to permit the use of boats carrying 50 tons, would, in your judgment, the full advantages of such enlargement, in respect of the reduction of freight or cost of transportation, be fully realized while the boats in use upon such canal were adapted to carry no more than 46 tons.

A. The advantages would not be fully realized by the boats carrying lighter cargoes, but there would be increased advantages derived from the fact that the boats with the light cargoes would require less power and be enabled to make greater speed.

657 A. In your judgment, would such advantages realized by the boats carrying lighter cargoes be equal to the loss they would sustain from diminution in quantity of coal transported?

A. They might or might not be.

Rufel. H. Lord. (Cross)

211

Q. Answer the last preceding question, supposing the enlargement referred to, to be such as was made on the Delaware and Hudson Canal between the years 1842 and 1846, and making the comparison between a full cargo of 50 tons and a light cargo of 46 tons? 658

A. If all other things were equal, I think the light cargo would have a tendency to increase the rate of freight.

Q. In your judgment, had the advantages of the enlargement of the Delaware and Hudson Canal, in respect of increasing the facilities of transportation, been fully realized by the end of the year 1846? I speak of the enlargement prior to the enlargement which has given rise to the present controversy.

A. I think they had not, provided the quantity of coal to be transported had continued the same. 659

Q. Please state in what particular respect such advantages remained unrealized at the period referred to in the last preceding question?

A. The improvement was then in progress of completion, and the full effects were not enjoyed in 1846.

Q. What remained to be done in respect of the improvement at the close of that year?

A. I estimated that it would require an expenditure of \$12,000 to complete the improvement in 1847, which I believe was for general work; I cannot now say particularly what it was.

Q. At the time of making your report of January, 1847, did you not estimate, and were you not of the opinion, that after the advantages of the enlargement then nearly completed should have been fully realized, the rate of freight on the Delaware and Hudson Canal could and would be materially reduced below the average rate paid in the year 1846, being 91½ cents per ton? 660

A. I stated that, in 1842, 30 tons at \$1 34 paid the boatmen \$40 20 per trip; 50 tons at 84 cents will pay them \$42; my opinion was, all other things and circumstances remaining equal, such a reduction would be realized.

Q. Please state upon what data you arrived at such amount of 84 cents?

A. Upon the data given in the last answer.

Q. Was it not then your opinion that the increase of the

36

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661 average tonnage of the boats from 46 $\frac{1}{2}$ tons stated as the average tonnage for the year 1846 to the full amount of tonnage permitted by the canal, would have a tendency to reduce the rate of freight below the rate of 91 $\frac{1}{2}$ cents paid in 1846, and was not that one of the chief grounds upon which you anticipated that there would be a further reduction in freight?

A. My opinion was based on the grounds that the same quantity of coal could be transported at a less rate by the 50 ton boats than by the 30 ton boats, as the number of boats, crew and horses would be less, and, consequently, more easily procured, as well as that the greater tonnage carried would net the boatmen the same compensation at a less rate

662 per ton.

Q. Question repeated.

A. My opinion was that the same quantity of coal that was transported in 1846 could be transported, when the boats averaged 50 tons, at 84 cents per ton, and that any circumstances which might change the rate would be comparatively the same.

Q. What head of water was maintained on the canal in the year 1846?

A. I think the water, at the close of 1846, was 5 $\frac{1}{2}$ feet.

Q. State as nearly as you can what was the head of water in the earlier part of the season of 1846.

663 A. I think, with the exception of some few levels, it was about 5 $\frac{1}{2}$ feet in June of that year; the custom was to raise the water up to the contemplated head of 5 $\frac{1}{2}$ feet as soon as the banks were prepared for holding water; on some levels, where there appeared to be danger, it was raised more gradually; I suppose that, upon the opening in the Spring, some levels were 5 $\frac{1}{2}$ feet, and some were not so much.

Q. Did not the newness of the banks of the canal, or a portion of them, in the year 1846, tend to render facilities for transportation less than they would have been if the banks had had the benefit of use or settling for a year or two longer?

A. For the last six inches rise of water, subsequent to 1844, there was not much difficulty from that source, as the mechanical structures, locks, aqueducts, &c., governed the increase of water more than the embankments.

Q. Was not the average head of water maintained

*1846 - water
was 5 $\frac{1}{2}$ ft.*

37

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Rufel. F. Lord. (Cross)

213

through the season of 1846, less than it would have been 664
had the work incident to the enlargement been fully completed and settled; and did not that circumstance to some extent tend to diminish the facilities for transportation on the canal during that year?

A. The head of water was less, and it did to some extent tend to diminish the facilities of transportation.

Q. Look at the paper now produced and shown to you, and state whether it is your original report of January 6, 1847, which you have referred to on your cross-examination.

A. It is.

The counsel for defendants here puts in evidence the said report, and it is marked Exhibit A, a copy of which is to be filed in lieu of the original.

665

Counsel for plaintiffs object to the introduction of said report, on the ground that the same relates to matters anterior to the date of the contract in controversy, and is not relevant to any material issue in the cause.

The said report introduced in evidence subject to such objection.

Q. Was the report, Exhibit A, made by you, with careful reference to the matters of fact stated in it, and were or not such matters of fact correctly stated therein according to the best knowledge and information which you had? For the purposes of this question, and of all others which may be put to you in relation to this report, you will please understand the notes annexed to the report to be considered as forming part of it. 666

A. The report was intended to be a careful exhibit of the business of 1846, as pertaining to the canal at that time, founded upon statistics obtained from other officers of the company, as well as upon facts which came under my own observation.

Q. Were there any matters of fact stated in that report, or the notes annexed to it, otherwise, than upon either your own knowledge or careful inquiry or investigation concerning the same?

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38

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667 A. Not that I am aware of.

Q. Was not said report entirely fair and true, according to the best knowledge and information you had?

A. It was.

Q. Had not all the improvements of the canal referred to in the report and notes been made under your own superintendence?

A. I think they had been under my superintendence and direction.

Q. Had you not, during the whole period from 1842 to the making of that report, devoted yourself to the service of the Delaware and Hudson Canal Company; and had you not carefully observed the effects resulting from the enlargement of the canal?

668 A. I had been in the employment of the Delaware and Hudson Canal Company during that period, and had the control and management of their canal and the observation of the business upon it.

Q. Had you observed the effects of the enlargement from time to time as affecting the facilities for transportation, the movement of the boats, and the rates of freight?

A. I had.

Q. Had you during all that period been chief engineer?

A. I had.

Q. And had you, as such chief engineer, performed your duties in the same general manner as you are now accustomed to do, as stated by you on your direct examination?

A. I believe I had.

669 Q. Had you access to such documents of the Delaware and Hudson Canal Company as you required for the purposes of your report?

A. I have not been in the habit of examining the documents of the company, except those at the offices along the canal, but have obtained such other information as I desired from statements and reports, of officers in the other departments.

Q. How did you derive the statistics contained in your report relating to the average cargoes carried by the respective boats in the respective seasons in the report mentioned?

A. From the agent and paymaster at the Rondout office.

39

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Rufus F. Lord. (Cross)

213

Q. Who was he?

A. Mainly from G. F. Von Beck.

Q. Did you examine the books at Rondout for that purpose, or did he do so?

A. I did not examine the books; Mr. Von Beck had charge of the books and made the reports to me, as I requested him to do.

Q. Had you not, from your own observation, a considerable general acquaintance with the circumstances in relation to the tonnage of the boats?

A. I had frequent observation of the collectors' and weigh-master's books.

Q. Were you accustomed to make yearly reports as chief-engineer to the Delaware and Hudson Canal Company, and if so, at what period of the year?

Q. I have been in the custom of making an annual statement relative to the business of the canal at the close of each year—generally in the month of January.

Q. Did you make such reports in the years from 1848 to 1850, inclusive, and if so, do you know where such reports now are?

A. I believe I have made such reports during those years, which have been directed and sent to the president or vice-president of the company for the time being at the New York office; I presume the reports are in the office of the company at New York.

Q. Do you know whether in the season of 1847, or part of it, the prices of produce were unusually high?

A. I have no recollection now whether they were or were not.

Q. Do you know whether or not in that year, 1847, a difficulty was experienced through not having an adequate number of boatmen on the canal?

A. I do not find any reference to it in my notes, and I do not recollect what the fact was.

Q. Do you recollect that in the year 1848 the boating business on the canal was impeded or embarrassed by difficulties growing out of careless or reckless blasting of rocks by contractors on the New York and Erie Railroad along the Pennsylvania shore of the Delaware River opposite the works of the Canal Company?

670

*G. F. Von Beck—
agent and
paymaster at
Rondout*

671

672

*In 1848 the
boating
business on
the canal
was impeded
by difficulties
growing out of
reckless blasting
of rocks on
the NY and
Erie Railroad*

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... police &
other officers
were procured
for the
protection of
the boatmen
during part
of 1848

Some boatmen
abandoned
their boats
because of this
Erie blasting.

673 A. There were some difficulties on the Delaware section of the canal, which is about 24 miles, arising from the blasting of rocks, and riots while the New York and Erie Railroad was being constructed; police and other officers were procured for the protection of boatmen during part of that summer.

Q. Were not these difficulties of a serious character, and were there not violent personal attacks made upon boatmen by laborers in the employment of the contractors, and by which severe injuries were sustained by some of the boatmen?

A. There were such serious difficulties during a portion of that season, and violent attacks in some instances.

674 Q. Were the boatmen exposed to danger by reason of the manner in which the blasting was conducted?

A. They were, more or less.

Q. Were there frequently large fragments of rocks thrown across the river into the canal, and in some instances into the boats while passing?

A. Some fragments of rock were thrown into the canal, and I was informed, fragments were thrown into some boats.

Q. Was the effect of these difficulties to spread alarm among the boatmen, and to cause many of them to abandon their boats and engage in other pursuits?

A. It had that effect to some extent, until protection was provided.

675 Q. Was not the general effect of these difficulties to diminish the quantity of coal transported on the canal, and to increase the rate of freight upon the quantity that was delivered?

A. It had the effect to diminish the quantity; I do not now recollect in regard to the advance in the rate of freight; freight is not paid by me.

Q. Was there not a difficulty experienced after some of the boatmen had abandoned their boats in supplying their places at that stage of the season?

A. There were difficulties of that kind experienced.

Q. Do you recollect whether or not the company in consequence of such difficulties offered premiums for boatmen?

41

Rap. F. Lord. (Cross)
217

A. From my recollection, I think that in 1847, '48 and '49, freights were regulated as premium freights.

Q. Please explain what you mean by premium freights in this connection.

A. There were three grades of prices, I think, which were governed by the time the boatmen made their trips; those making a trip in the shortest time got the highest price.

Q. Please state whether, in the efforts of the company to supply the places of the boatmen who abandoned their boats in the season of 1848, from the causes which have been referred to, extra inducements were offered to boatmen in the shape of an advance in the rate of freight which had been paid in the earlier part of the season or otherwise.

677

A. I do not now recollect whether there were or not.

Q. Was the boating business on the canal in the year 1849 deranged to any extent by the prevalence of the cholera?

A. I do not recollect particularly what the circumstances were that year in regard to derangement occasioned by cholera.

Q. Do you recollect that there was a year in which there was a derangement of business on the canal from that cause?

A. I do not recollect of any serious derangement since the year 1832; cholera prevailed somewhat in 1849.

Adjourned until Friday, January 8th, 1858, at 10 o'clock, A. M.

*Cholera —
1832 +
1849*

42

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— about 535 feet
between abutments
Delaware and Lackawaxen aqueducts:
— about 230
feet between
abutments

218

FRIDAY, January 8th, 1858.

— work on them
began in
the fall
of 1846

678 *Russel F. Lord*, on his cross-examination, resumed by
counsel for defendant, further testified:

Q. When was the construction of the Delaware and
Lackawaxen aqueducts determined upon?

A. It was some time in 1846; I should think likely in
the summer of 1846; the work was commenced in the fall
of that year.

Q. What progress had been made in these aqueducts at
the date of the contract in controversy, August 31st, 1847?

A. The aqueducts were in general progress of construc-
tion then; there had been expended prior to December 1st,
1846, \$22,239 53.

Q. State of what material those aqueducts are built and
679 in what general manner they are constructed.

A. The abutments and piers are stone masonry; super-
structure is wire suspension trunk; the trunk is made of
wood, and is called a wire suspension aqueduct. ✓

Q. Please state the respective lengths of those aque-
ducts.

A. As near as I can recollect, the Delaware aqueduct
is about 535 feet between abutments; the Lackawaxen is
230 feet between abutments. ✓

Q. Please state about what proportionate part of the
stone work had been executed by the last of August, 1847.

A. I cannot state precisely; the laying of the masonry
680 was commenced in the spring of 1847, as near as I can re-
collect; the work was continued without interruption dur-
ing that season, except interruptions from the usual freshets
in the river.

Q. Please state the respective widths of those aqueducts.

A. I believe they are about 20 feet at the surface of the
water, and some little narrower at the bottom—about a
foot, say.

Q. Please describe particularly the manner in which those
aqueducts are supported, and state the number of piers or
abutments of each aqueduct.

of what
material are
these aqueducts
built?

43

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Rupel H. Lord. (Cross)

219

✓ A. The trunk of the aqueduct is supported by a wire cable anchored back of the abutments on each side of the river, resting upon pyramids erected on the top of the abutments and piers; the trunk is built of timber and plank, attached to the wire cables, by which it is suspended between the bearings upon which it rests on the abutments and piers; there are two abutments to each aqueduct, three piers in the Delaware aqueduct and one in the Lackawaxen.

Q. Were all those abutments and piers in progress of construction in August, 1847?

A. I think some of them were not commenced until after that time, but I cannot specify; my impression is that the mason work for the Lackawaxen aqueduct was commenced after that time, but I am not certain.

Q. Do these aqueducts permit more than one boat to pass at a time?

A. They do not.

Q. Please state the width and length of the Neversink aqueduct, and the width and length of the aqueduct at High Falls.

A. As near as I can recollect, the Neversink aqueduct is about 170 feet between abutments; the High Falls aqueduct is about 160 feet, or thereabouts, as near as I can recollect; the width of the trunk of each is similar to the aqueduct on the Lackawaxen:

Q. What was the width of the Neversink and High Falls aqueducts before the enlargement of the canal?

A. As near as I can remember, they were from eleven to thirteen feet wide; thirteen feet on the surface; but one boat could pass at a time through those aqueducts.

Q. You have stated that the enlargement was completed in the spring of 1853; was it completed before the water was let in for that season?

A. It was not fully; the work originally contemplated for the enlargement, I believe, was completed some time in June of that year.

Q. Please state particularly what was done subsequent to the letting in of the water that season.

A. I do not remember particularly; it probably was the usual work incident to letting water into new structures.

Specifies on these two aqueducts



44

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684 Q. What is the character of the work incident to letting water into new structures?

A. Such as finishing off embankments above the water surface, &c.

Q. Do you recollect the doing of any work in enlarging below the water surface after the water was let into the canal in the spring of 1853?

A. There is usually more or less work required on new works after the introduction of the water, and such work would be done under the direction of the respective superintendents; I am unable to state what was done.

Q. Was there, to your knowledge, any work done below the water surface of the canal, enlarging the dimensions thereof, between the time of letting in the water in the spring of 1853 and the 28th day of July of that year; and if so, what?

A. I do not now recollect of any.

Q. Could any substantial increase of the dimensions below the water surface have been effected within that time without drawing off the water, unless it were the removal of some temporary obstruction caused by slides or otherwise?

A. I should think not.

Q. Was the water drawn off during that period?

A. I cannot say what the particulars were that season; I have no distinct recollection of it.

Q. According to the best of your knowledge, information and judgment, if the water was drawn off during that period, was it not for the purpose of remedying some defect which had been discovered, or for removing some temporary obstruction, and not for the purpose of enlarging the canal?

686 ✓ A. The navigation was interrupted by breaches during that year 18 days, and by floods 13 days. During such detentions the water was drawn off more or less, and the superintendents would make such repairs as they found necessary on their respective divisions which might not have been under my observation.

Q. Have you any recollection as to the period of the season in which such interruptions to navigation occurred?

A. I do not remember the periods.

1853 -
navigation
interrupted by
breaches 18
days; by
floods, 13 days.

Rupel. F. Lord. (Cross)

221

Q. In cases where it becomes necessary to draw off the 687
water, is it not always considered a matter of great importance to let it in again and resume navigation at the earliest moment practicable?

A. It is.

Q. Would it be within the line of duty of the superintendents, under such circumstances, to protract the period of interruption to the navigation, by doing any work not required to remove the difficulty then pressing or immediately apprehended, unless under specific instructions from the chief engineer?

A. When such detentions occur on one division of the canal, the superintendents on other divisions take the opportunity to accomplish such work as is required on their divisions, and that they can accomplish in time to have their divisions in order by the time the principal detentions have been overcome. 688

Q. Was it any part of the general business of the superintendents to enlarge the dimensions of the trunk of the canal, subsequent to the letting in of the water in the spring of 1853?

A. The whole work was accomplished under the direction of the several superintendents who had been in charge of their divisions for a long term of years, and best understood all the points along the canal where there had been obstructions and embarrassments in the navigation of boats, and after having had general instructions in regard to the enlargement they were to accomplish the necessary work with men employed by them and under their direction. They were generally to use their own judgment in regard to accomplishing the work for the enlargement. 689

Q. At the time of letting in the water in the spring of 1853, was it not considered that the trunk of the canal had been enlarged, so as to establish the dimensions of the enlargement?

A. It had so far as to establish the dimensions to be maintained.

Q. Is there any difference, and if so, what, between the form or character of the gates now used for the locks of the canal and the form or character of the lock gates which were used prior to the year 1850?

29

*
*Lord did
not mis-
manage*

*Lock gates
before and
after 1850*

46

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the gates ✓

690 A. There is a difference. The upper gates are now horizontal and drop or flood gates, instead of vertical gates as they were formerly. The paddles are in the bottom in the recess above the hollow quoin instead of being in the large gate as formerly.

Q. When was this change in the form of the gates made?

A. I do not recollect the first year exactly; I think they were introduced first in 1853, and the change was made prior to 1857.

Q. Are you positive that any of them were in use in 1853?

A. There was one of them in use at a weigh-lock in 1852, and I think the first one was put into a lift-lock on the canal in the spring of 1853.

*drop gate on a
weigh lock
in 1852*

691 Q. How many and what lift-locks were furnished with such drop-gates in the year 1853?

A. But one, and that was at High Falls.

Q. How many and what lift-locks were furnished with drop gates during the season of 1854.

A. I do not now remember the particular number built each year; the superintendents had them put in on their respective divisions during the suspension of navigation from year to year, and I believe they were put in all of the locks below Hawley by the spring of 1857.

Q. Were they introduced to any considerable extent before the year 1855?

A. I think they were put in at the High Falls locks and some other locks along the line for use in 1854, and mainly put into all the other locks for use in 1855 and 1856; the

692 total number of drop-gates in use in 1854 was less than ten I think.

the new gates →

Q. Am I right in understanding the difference between the upper gates of the locks to be this, namely, that the locks formerly had double gates swinging open like a double door, and that now a lock has a single upper gate falling down from the top to a horizontal position?

A. You are. The upper gates were formerly the same as the lower gates, swinging open, so that boats pass between them. The horizontal drop or flood-gate raises up across the head of the lock and drops down below the bottom of upper level, so that boats pass over it.

Rufel H. Lord. (cross)

223

✓ Q. What are the advantages of the drop-gates over 693 those of the old description?

A. They avoid the necessity of having balance beams at the head of the lock, and they are worked with more convenience and safety.

(All testimony relating to the improvements, including the drop-gates of the canal subsequent to the 28th July, 1853, the time when notice of the completion of the enlargement was given, was objected to in proper time by counsel for plaintiff; and all such testimony was and will be taken subject to such objection.)

✓ Q. Are there no other advantages?

A. They require less labor from the lock-tenders, and they are more durable and economical.

Q. Are there no other?

A. None that occur to me now.

Q. Do they facilitate the lockage of the boats, and save time in that process?

✓ A. One lock-tender will manage them with the same facility that two would manage the original locks, and they do facilitate the lockage of boats, and save time with the same labor of lock-tenders.

Q. Has there been any, and if so, what, change in the number of lock-tenders on the Delaware and Hudson Canal, in consequence of this change in the form of the lock-gate?

A. The same number of regular lock-tenders are employed; but when there is an accumulation of boats, it is 695 not necessary to have extra men to aid the lock-tenders, as it was when the former gates were in use.

Q. As matter of fact, in the navigation of the Delaware and Hudson Canal, has the introduction of the drop-gates tended to create a saving of time in the lockages?

A. It does not occur to me that there is a saving of time, except that it requires less power and expense in working the locks.

Q. Do you mean to say that if the old gates were restored, boats would be locked through with no greater consumption of time than at present?

*With drop
gates you
don't need
balance
beams at
the head
of the
lock.*

*Now only one
lock tender
needed*

48

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696 A. I think they could be.

Q. Do you think they would be, supposing the same amount of labor to be applied by the Canal Company, in the process as they were accustomed to apply when the gates of the old fashion were in use, say in the year 1853?

A. I think they would be, if the business required it, although at an increased expense.

Q. Are the locks on the Delaware and Hudson Canal kept open during the entire night?

A. They generally are, except at some parts of the season, when they are closed during part of the night, except from 12 o'clock Saturday night, to 12 o'clock Sunday night, when the locks are generally closed.

Q. Are there general standing rules or regulations on the subject; if so, what are they?

A. It is governed by general written or verbal rules, as circumstances may require.

697 Q. Are there printed rules or regulations applying to this subject; if so, are such rules accessible, and how?

A. There are printed rules made by me, with general directions, furnished to boatmen and lock-tenders, subject to such verbal or other alterations as the circumstances of the business of the canal from time to time may require.

Q. Is it customary for the lock-tenders to be furnished with general rules or regulations prescribing the time for keeping open the locks at night, and are they obliged to conform to such general regulations, in the absence of instructions or authority to the contrary?

A. Such rules are furnished by which the lock-tenders are requested to close the locks "between the hours of 12 on Saturday night and 12 o'clock on Sunday night, and opened for the passage of boats and floats, during all other hours, night and day, unless otherwise directed by an officer on the canal," such rules are always subject to alterations by the directions of the several superintendents.

698 Q. As matter of fact in the navigation of the Delaware and Hudson Canal since its enlargement, have the locks been as a general rule kept open through the night?

A. As a general rule, they have been kept open during the night; some seasons they have been closed during portions of the night from September or October until the

Locks open at night →

Locks open night & day →

Rufel. A. Lord. (cross)

225

close of navigation—closed from 10 o'clock P.M. until 6 699
o'clock in the morning—6 to 8 hours.

Q. Can you state in what years that has occurred, and why it was done?

A. I can remember it occurred in the years 1855 and 1857, but am not certain as to other seasons; I think that the agent of the company at those periods considered that the business of the canal did not require the keeping of the locks open during the whole night.

Q. How long has it been customary to furnish the lock-tenders with general rules and regulations affecting the keeping open the locks at nights?

✓ A. I think I have furnished lock-tenders with printed general rules since the canal has been in use, as well before 700 as since the enlargement; sometimes the hours for opening have been defined, and sometimes I think they have not, as lock-tenders have been more or less under the special direction of the superintendents on their respective divisions.

Q. Do you know whether copies of such general rules and regulations in use in past years are in existence? if so, please state whether there are accessible, and how.

A. I presume many of them are in existence, as they were distributed generally to boatmen and lock-tenders; I considered them of no importance after the close of the respective seasons, and have kept no file of them.

Q. Has it always been customary to keep the locks open on the Delaware and Hudson Canal throughout the night as a general rule?

✓ A. On the old canal it was not always customary to keep 701 all of the locks open during the whole night; sometimes some of them were required to keep open all night, and others were required to be open during the night when there was an accumulation of boats which made it desirable; but as there were only from 700 to 800 boats working on the old canal, there was not the same necessity for working locks all night that there has been since the enlargement, with the number of boats on the canal increased to 1,000 or over 1,100.

Q. Was there not a time when the general rule was to close the locks on the old canal at 10 o'clock or at 12 o'clock?

*

D & H did not
micromanage:
lock tenders
were under
the direction
of the
superintendents
of their
respective
divisions.

50

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702 A. There was, in the absence of any other directions to the contrary.

Q. Was there not a time when such was the common and usual practice on the old canal?

A. It was always the practice to close the locks at specified hours' varying from 10 to 12 o'clock at night or otherwise, as specified in the rules, or by the general directions of the officers in charge of the canal.

Q. What was the general rule on that subject in the year 1848?

(Objected to on the ground that the written rule itself is higher evidence, and also as immaterial. Answer taken subject to objection.)

*Night &
Day*

A. As near as I can recollect, some of the locks were closed either from 10 to 4, or from 12 to 4 o'clock, and some of them were open all night as required by the officers on the canal; whether it was so specified in the printed rules, I cannot now say; as when there was to be a variation in the time at the different locks, it was my custom to say nothing about it in the rules, but to leave it to the superintendents to regulate.

Q. What was the practice in respect of keeping open the locks at night, in the year 1849?

A. I think the practice was similar to that of 1848; I am not certain now whether any of the locks were closed during the night as a general thing in 1849 or not.

704 Q. What caused the distinction between the different locks in respect of the practice of keeping them open through the night, when some were kept open and some were not?

*High Falls
and
Neversink*

A. On the old canal, the locks at the High Falls and Neversink required more time for the passage of boats than other locks along the line, not so much in clusters, and they worked more hours to overcome such delays.

Adjourned to Saturday, January 9th, 1858, at 10 o'clock, A. M.

51

Russel F. Lord. (Cross)

227

SATURDAY, January 9, 1858.

Russel F. Lord, on his cross-examination, resumed by 705
counsel for defendant, further testified:

Q. Are the boats now used by the Pennsylvania Coal Company on the Delaware and Hudson Canal of like model and dimensions with the boats used by them upon commencing the use of the enlarged canal?

A. I believe they are substantially the same.

Q. At the time they so commenced, how did the model and dimensions of their boats compare with those constructed by the Delaware and Hudson Canal Company for use on the enlarged canal?

A. The Delaware and Hudson Canal Company had some boats of a similar model, except that I believe they were a few inches lower on the sides; they also had a number of 706 sectional scows.

Q. How many new boats did the Delaware and Hudson Canal Company have constructed for them to be used on the enlarged canal the first season after the enlargement was brought into use?

A. They had a number of boats and sectional scows built and used during the first season that the enlargement was brought into use; I cannot state the number; you can get it correctly from the Rondout office.

Q. State, as nearly as you can, how many sectional scows they had built.

A. My impression is there were over 40, but I cannot 707 say definitely.

Q. State, as nearly as you can, how many round-bowed boats they had built at that time.

A. My impression is that there was one of the large river boats built at Honesdale, in 1849, for use in the spring of 1850, and by my memorandum I see that there were 17 being built in the season of 1850 at other places along the canal; those I think were all that were under my direction; the company had boats built at other places, but I am unable to state the number.

Boats

about 40
sectional
scows.

Round bowed
boats -
17 built in
the season
of 1850

Round bowed boats
used on Hudson River.

52

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40 sectional scows - procured from the vicinity of the Lehigh canal

228

sectional scows:
square across
bow &
stern

PCC had
226 round-
bowed boats
in 1850.

708 Q. Was not the number very much greater than the number of sectional scows they had built?

A. I am unable to say from my present recollection.

Q. Were the sectional scows, to the number of forty or thereabouts, which you have mentioned, of like model and dimensions with the sectional scows now used by the Delaware and Hudson Canal Company?

A. They were not precisely the same; they were procured from the vicinity of the Lehigh canal, for an experiment, and were square, or nearly so, across both bow and stern, when first introduced.

Q. What quantity of coal did they carry?

709 A. I am unable to say, from my present recollection, what cargoes they carried that year.

Q. What has become of those scows?

A. There were round-bowed, forward-sections built to match with them, so as to use both sections of those with square bows as stern sections, and they were used in that way; whether any of the old stern square sections are now in use I am unable to say.

Q. In the shape in which they were first introduced on the Delaware and Hudson Canal, were they found advantageous? I refer to the forty scows procured from the Lehigh region.

A. They were not considered desirable in their original form.

710 Q. Do you recollect the building by the Pennsylvania Coal Co. of a large number of the round-bowed boats—say 250, or thereabouts—to be used on the Delaware and Hudson Canal, upon the enlargement being brought into use?

A. By my memorandum, they appear to have had 226 such boats in use in the year 1850.

Q. Do you recollect the circumstance of their building something like that quantity of such boats at about that period?

A. It would be by hearsay, as their boats were not built, many of them, if any, on the line of the canal that I recollect; they were new boats when introduced on the canal in 1850.

Q. Was there not a time when the greater proportion of the boats which had been built by the Delaware and Hud-

53

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Rupel H. Lord. (Cross)

229

son Canal Company for use on the enlarged canal, and 711
which were actually in use by them, corresponded generally
in respect of model and dimensions with the round-bowed
boats of The Pennsylvania Coal Company?

A. All the boats built by the Delaware and Hudson
Canal Company designed to run on both canal and Hudson
River, I believe have been built on a corresponding model,
but I cannot say what the proportional number has been
as compared with all their boats on the canal, without re-
ference to the books in the Rondout office.

Q. Can you not say whether or not there was a time
when the Delaware and Hudson Canal Company had in
use on their canal a greater number of the round-bowed
boats than of the sectional scows? 712

A. I am unable to recollect; it can be ascertained pre-
cisely from the Company's books at Rondout.

Q. Were you consulted by the Pennsylvania Coal Com-
pany, or any of the officers thereof, or parties interested
therein, at a time when they were about to construct boats
for use on the enlarged canal, with reference to the proper
dimensions and model of such boats?

A. I was consulted by Irad Hawley, an officer of the
company.

Q. Did you give to Mr. Hawley any advice upon the
subject?

A. I did.

Q. Did you furnish him with any memorandum or spe-
cification to be used in reference to the construction of the
boats? 713

✓ A. With the aid of one of the most experienced boat
builders I deemed to be on the canal, Mr. William Turner,
I made a careful specification for a boat to be used on the
enlarged canal and river, estimating the cost to be about
\$1,200, and sent it to him about December 18, 1848, as ap-
pears by my memorandum.

Q. Was such estimate for a round-bowed boat?

✓ A. It was.

Q. What length, breadth and depth did you recommend
to the Pennsylvania Coal Company, and to the Delaware
and Hudson Canal Company, or either of them, for boats
with round bows, to be used on the enlarged canal?

80

*William
Turner*

PCC boats

*Round-
bowed*

54

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PCC
boats

Some locks
open all
night.

714 A. I believe the entire length was not to exceed 91 feet; 14 feet wide in the bilge; 14½ feet wide at the waist; 6 feet high amidship; 7 feet bow and stern, and if the boat was 91 feet long, the stern to be not over 8 feet wide; this specification was in writing, and delivered to Irad Hawley.

Q. Was there not, at some time subsequent to the year 1848, a material and substantial change made by the Delaware and Hudson Canal Company, in the management of their canal, with reference to keeping open the locks during the night, so that after such change the locks were kept open, as a general rule, materially longer than they previously had been?

715 A. In 1848, with the then number of boats in use on the canal, it was not deemed necessary that all the locks should be opened all night; they were arranged so that there might not be any crowd of boats delayed on account of the locks not being open at such points where they did not pass locks with the general facility; an extra hand was furnished at locks Nos. 2 and 3, called the Creek locks; extra assistance was employed at the High Falls locks; some of the locks at Phillipsport were provided with extra help; locks Nos. 55, 56, 57, 58, 59 and 60 were open 24 hours per day, being the Neversink locks; an extra hand was provided at the Delaware ferry, and also extra help on locks from No. 1 to 6 inclusive on the Lackawaxen section, those being the points where boats were most likely to gather. The other locks were to be open from 4 A. M. to 10 P. M., or from 4 A. M. to 12 M. at night, or longer, as circumstances might require. The like course was pursued in 1849, except that at the High Falls the locks were tended by the Company's hands, under the direction of the superintendent, night and day, as deemed necessary, to prevent delay in the passage of boats. When the enlarged locks were brought into use in 1850, and the number of boats increased from about 742 to 1036, and large boats introduced, for which the trunk of the canal was not then fully prepared, then more or less delay would arise from the passing of boats when meeting each other; the locks were generally opened from 12 o'clock on Sunday night to 12 o'clock Saturday night; that practice, I believe, has been continued, except, as near as I can recollect, in 1855 and 1857; the locks have been closed some

55

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Russel. A. Lord. (Cross)

281

hours of the night for the latter portions of those two seasons. 718

Q. Was the general tendency of the new regulation in respect of keeping open the locks through the night, which was put into operation in the year 1850, to enable the boats to make trips in a less time than they could have done, had the old practice in respect of keeping the locks open during the night, remained unvaried?

A. One object was to facilitate the passage of boats; another was, that the lock-tenders would be under better discipline, the locks attended more efficiently and with more economy, by having regular lock-tenders to perform the whole service, instead of their depending upon extra help to be furnished by the superintendent. 719

Q. Was the general tendency of the new regulation in respect of keeping open the locks through the night, which was made in the year 1850, to diminish the rates of freight on the canal below what they would have been, had the former regulations, in this respect, remained unaltered?

A. One of the objects was to afford the boatmen the usual facilities that had been enjoyed on the navigation, which would otherwise have been embarrassed by the increased number of boats introduced on the canal; an increased number of boats requires a corresponding increase of the aggregate hours for passing the locks; how the freight was affected by it, I cannot say, except that either it or the profits of the boatmen would be affected by unusual embarrassments.

Q. Would not the natural tendency of increasing the hours for keeping open the locks, as was done by the new regulations of 1850, be either to decrease the rate of freight or increase the profits of the boatmen if the rate of freight were not reduced? 720

A. I don't think it would under the same circumstances that existed in 1848.

Q. Do you think it would under the circumstances that existed in 1850?

A. If the boatmen had not been allowed sufficient hours for passing the locks, it would have had that effect.

Q. Look at the paper now produced and shown to you, and say if it is an original report made to the Delaware

1850 - locks
open at
night

56

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721 and Hudson Canal Co. by you in your capacity as chief-engineer.

A. It is such report made by me, February 6, 1850.

*Keeping locks
open at
night as a
means of
reducing
freight costs.*

(The defendant's counsel puts in evidence the said report, which is marked Exhibit B. Copy to be filed in lieu of original.)

Q. At the time of making that report, did you not estimate that the new system then contemplated of keeping the locks open night and day, although it would cause an additional expense to the Canal Company for lock-tenders and watchmen, would prove an economical arrangement, and become the means of making a considerable reduction in the cost of freight?

722 A. I had in view, at that time, the economy of affording facilities to the boatmen by supplying watchmen to point out narrow places, and aid boatmen upon passing each other at such places, and also that locks would be open for boats to go at all times, as the necessary stopping at such narrow places on the unfinished canal would afford them and their horses the necessary rest; whereas, if there was not some provision made to meet the contingencies arising from the introduction of the large boats on to the unfinished canal, which would have a tendency to hinder the small boats, that would also be working in 1850, there would have to be an increased compensation paid them, and under these
723 circumstances I deemed the estimate, to which I was then referring, to be advisable, and which was in anticipation of permitting the large boats upon the unfinished canal for the ensuing year, for which such estimate was providing.

Q. Please refer to the statements contained in your report, Exhibit B, relating to the effect of the cholera upon the boating business of the year 1849, and say whether or not those statements are correct.

A. I suppose them to be correct; they were the views I entertained at that time.

Adjourned to Monday, January 11, 1858, at 10 o'clock,
A. M.

57

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Russel F. Lord. (cross)

233

MONDAY, January 11th, 1858. 724

Russel F. Lord, on his cross-examination, resumed by counsel for defendant, further testified :

Q. Look at the two papers now shown you and say if they are original reports made by you to the Delaware and Hudson Canal Company in your capacity of chief engineer, and if so whether or not they were made at or about their respective dates.

A. They are original reports, and were made by me as chief engineer to the Delaware and Hudson Canal Company at or about their respective dates. 725

(The defendant's counsel here put in evidence the said reports, subject to the objection of plaintiff's counsel, on the ground that they are irrelevant, and they are marked exhibits C and D, copies of which are to be filed in lieu of the originals.)

Q. Were the statements contained in the reports exhibits C and D correct, according to the best of your knowledge and information? 726

A. I deemed them to be so when they were made.

✓ Q. What is the depth of water on the mitre-sill at the lower end of the locks on the canal as at present enlarged when the regular head of water is on?

A. As a general thing, the top of the lower mitre-sill is the bottom line of canal, and the depth of water on it indicates the boating head of the level below the lock, and a six feet head would be six feet on the mitre-sill.

Q. What is the depth of water on the head-sill above the gate at the upper end of the lock and on the apron? 727

A. The top of the breast above the upper gates I believe is intended to be about one foot below the canal bottom line of the upper level.

Q. Were the statements made by you upon your direct examination in respect to the average surface width and bottom width of the Delaware and Hudson Canal, before enlargement and after enlargement, results of complete measurements made by you?

the depth of
water on
the
mitre-sill

58

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Russel F. Lord. (re-direct)

234

728 A. They were not results of entire and complete measurements; I have not made a general measurement of the canal; more or less of it has been measured by me and under my observation during the progress of the work.

Q. Please state how many boats the Delaware and Hudson Canal Company now have engaged in the transportation of their coal upon the canal, and about how many of them are round-bowed boats, and how many sectional scows.

502
D+H - boats
1857,
majority were
round-bowed
sectional boats;
also scows

(Objected to as irrelevant and immaterial. Answer taken subject to objection.)
729

A. I cannot say definitely; from the best knowledge I have, they had about 502 during the season of 1857; I think a considerable majority of them were round-bowed sectional boats or scows; I cannot say from my knowledge the number there is of each.

Q. About how many boats did the Delaware and Hudson Canal Co. have in use on the canal in the year 1856?

(Objected to as before. Answer taken subject to objection.)
730

A. Probably about 524 boats and scows.

Russel F. Lord, on his re-direct examination, by counsel for plaintiffs, further testified:

Q. What number and kind of boats had the Delaware & Hudson Canal Company upon the canal in 1853?

A. From my best knowledge, they had about 553 of all kinds.
731

Q. What number and kind of boats had the Pennsylvania Coal Company upon the canal in 1853?

A. From the best information I have, they had about 470, and as near as I can recollect, they were all round-bowed river boats.

Q. What was the maximum quantity of coal carried by any boat in 1853?

A. I believe the heaviest cargo was 140 $\frac{1}{2}$ tons. I have a memorandum that a lattice boat made 11 trips in that

1853
- D+H, 553 boats
of all kinds
- PCC, 470 boats
all round-
bowed river
boats

59

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year, and averaged 135 $\frac{1}{2}$ tons, and carried one cargo of 732
140 $\frac{1}{2}$ tons.

(The first clause of the answer objected to by defendant's counsel, as being upon belief, and not upon knowledge; and the last clause of the answer objected to as being from a memorandum which does not appear to be founded upon knowledge of the witness; and the part of the answer relating to the number of trips as not responsive to the question.)

Q. State the maximum quantity carried in the year 1853 733
by river boats and sectional scows.

A. I can only answer from information obtained at the weigh-master's office, and from the office at Rondout.

Q. To what extent had the old pattern boats referred to in your report, marked Exhibit A, been withdrawn or laid aside in 1848 and 1849? ✓

A. I think they were mostly withdrawn during those years.

Q. Do you mean to say that they were withdrawn during those years, 1848 and 1849, or previous to 1848, or which? 734

A. I mean to say, as near as I can recollect, that there were not very many of those boats in use on the canal during those years.

Q. When was the full effect of all the improvements on the canal, previous to the enlargement for the 125 ton boats experienced?

(Objected to as calling for a mere general opinion of the witness upon an extensive range of facts, and for indefiniteness. Answer taken subject to objection.) 735

A. All the contemplated improvements on the old line of canal, for the boats of 50 tons, were completed and in use in 1848. The Delaware and Lackawaxen aqueducts, and the new line of canal between them, were completed and in use during the season of 1849, so that all the improvements in contemplation before the general enlargements for 125 ton boats, were in use during the years 1848 and 1849.

*the old
pattern boats
were with-
drawn or
laid aside
in 1848 or
1849*

*good
summary
statement*

60

- 736 Q. Did or did not the fifty ton boats, during the seasons of 1848 and 1849, enjoy any of the advantages of the enlargement for the 125 ton boats, then in progress, and if so state what?

(Objected to as not material to any issue in the cause.
Answer taken subject to objection.)

A. They did; the work executed for the general enlargement of the trunk of the canal for the 125 ton boats during those years, 1848 and 1849, was in widening to the enlarged width those places which were the narrowest on the old canal, so that the 50 ton boats enjoyed more or less a larger trunk of canal than they otherwise would; there were about fifty-five of the enlarged locks in use in 1849, which made the traction of the 50 ton boats easier into and out of them, than it would have been with the old locks, which would increase their speed.

737 Q. You stated on your cross-examination that you were enquired of by Irad Hawley to recommend the model of a boat; did you recommend to him the model of a boat to be run exclusively upon the enlarged canal, or a boat to be run upon such canal, and likewise the Hudson river?

A. It was intended for both canal and river.

Q. Did the defendants in the construction of their boats adopt the model thus recommended by you?

A. If by the model is meant the shape of the boat, the form they adopted was somewhat similar, but the size and weight of the boats that were built by the Pennsylvania Coal Company, I think were different from the specification referred to.

738 Q. Were they larger and heavier, and if so, how much, and in what respect did they differ?

A. I think they were higher and heavier; as near as I can recollect, they were about six inches higher amidship, something wider in the bilge; the extreme height of the top of the cabin was greater; they would carry less at the same draught of water than boats of the model I recommended by the specification referred to; I cannot state how much.

- trunk of canal
widened for
125-ton
boats in
1848-49;
about 55
enlarged
locks in
1849,
which was
also good
for the
50-ton boats

PCC
boats

61

Russell H. Lord. (re-direct)

237

Q. Did the prevalence of the cholera referred to in your 739
report for the year 1849, prevent the boatmen from realiz-
ing during that year the full effect of the improvements
made on the canal previous to the enlargement for the 125
ton boats?

(Objected to. Answer taken subject to objection.)

A. It does not occur to me that it did.

Q. Did the difficulties referred to in your cross-examina-
tion, and in the report for the year 1848, in regard to the 740
blasting of rocks on the Erie Railroad, have any such effect
as that alluded to in the last preceding question?

A. I do not see why they should.

Q. How did you arrive at the probable future advant-
ages to be derived from the improvements mentioned and
referred to in your report for the year 1846, marked Ex-
hibit A.; did you take into account the probable or possi-
ble fluctuations in the prices of wages, provisions, &c., or
did you assume them to be the same?

A. I assumed the actual amount paid for transportation 741
in 1842, and made the comparison by assuming that all
things would remain the same comparatively except the
capacity of the canal for the two classes of boats.

Q. You have stated in your report for the year 1846,
that \$1 34 per ton in a 30 ton boat paid the boatmen \$40 20
per trip; was that the sum actually paid to the boatmen in
the year 1842, and that the amount actually received on
each trip?

A. I believe it was.

Q. You have also stated in that report, that if the boats 742
carried 50 tons each, 84 cents per ton would pay the boat-
men \$42 per trip. Please state how you arrived at that
result, and whether the same is correct or not.

A. By assuming that 50 tons, at 84 cents per ton, would
compensate the boatmen as well as 30 tons at \$1 34 had
done in 1842; I deemed it to be a correct conclusion.

Q. Assuming the boats to be able to carry 125 tons, and
the canal enlarged for that purpose, and making the calcula-
tion in the same manner and upon the same basis that
you made the one in respect of the 50 ton boat in your re-

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743 port for the year 1846, and making allowance for an additional expense for one extra horse on a 125 ton boat, and the extra instalment necessary to be paid upon such boat, what sum per ton would pay the boatmen an equal amount of \$42 per trip with the 50 ton boats?

(Objected to as involving an opinion upon a hypothetical state of facts not presented by the case, and upon a hypothetical question not at all at issue, and as tending to confuse and mislead—and upon the ground that the question
744 unfairly assumes the rule, properly adopted by the witness for determining the relative advantages or cost of transportation between the 30 and 50 ton boats under the circumstances existing in regard to them, to have application to a comparison with the cost of transportation in the boats of 125 tons under circumstances wholly different. And upon the ground that if it be intended to call for a comparative estimate of the cost of transportation on the Delaware and Hudson Canal before enlargement and after enlargement, the question excludes the consideration of many and important
745 elements requisite to be taken into account for arriving at a fair or true result thereon. And upon the further ground that no such estimate as is called for is under any circumstances competent evidence in this case. Answer taken subject to objection.)

A. In June, 1847, by request, I made a communication to the president of the Delaware and Hudson Canal Company relative to an enlargement of the canal, in which I estimated the cost of transportation on the same principle referred to, and by which the cost would be, on boats carrying
746 125 tons, about 54 $\frac{1}{8}$ cents per ton.

(Answer objected to, by counsel for defendant, for that it is a statement of the contents of a paper not produced.)

Q. Was that result correct, assuming the basis of the report for the year 1846 to be correct?

(Objected to upon the same grounds as the last preceding question and answer, and also as leading. Answer taken subject to objection.)

63

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Russel F. Lord. (re-cross)

239

A. That is my opinion.

747

Q. Assuming the data taken by you for the report of the year 1846 to be correct, would then the difference between 84 cents and 54 $\frac{1}{4}$ cents cost per ton, show the reduction in the cost of transportation produced by the last enlargement?

(Objected to on like grounds as the last preceding question, and as tending still further to confuse and mislead. Answer taken subject to objection.)

A. I think it would.

748

Russel F. Lord, upon his further cross-examination by counsel for defendant, testified:

✓ Q. You have stated on your re-direct examination that the Pennsylvania Coal Company, in the construction of their boats, departed from your recommendation made to Mr. Hawley, did you make a like recommendation to the Delaware and Hudson Canal Company, and did they in like manner depart from it?

(Objected to as immaterial and irrelevant. Answer taken subject to objection.)

749

A. As Mr. Hawley was an officer, as I then understood, of both the Delaware and Hudson Canal Company, and the Washington, or Pennsylvania Coal Company, I don't recollect that any other recommendation than those made to him were called for or made by me, and I think some of the first boats of the Delaware and Hudson Canal Company were built like those of the Pennsylvania Coal Company, but do not recollect certainly.

Q. You have stated that the model or shape adopted by the Pennsylvania Coal Company for their boats was somewhat similar to that you recommended; how did it differ from your recommendation?

750

A. It was similar in form I think, but of this I am not certain.

Q. State how much, in your judgment, was added to the weight of the boat by the variation in dimensions from your recommendation?

In constructing
their boats,
the PCC
departed from
Lord's
recommendations
to Fred Hawley.

64

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*Boats being
built by
others for
the D & H*

*and those
being
built for the
PCC in
1849 & 50*

*were
too big to pass under
the D & H
Canal bridges*

751 A. I think it was some tons heavier, but I cannot say how many, without reference to information, which I have not now with me.

✓ Q. Do you not recollect that the Delaware and Hudson Canal Company had constructed for them at Syracuse or Rochester, and on the Susquehannah, or in those vicinities, a large or considerable number of boats, corresponding in model and dimensions with the boats built by the Pennsylvania Coal Company in 1849 to be used in 1850?

(Objected to.—Answer taken subject to objection.)

752 A. I was informed by Mr. Hawley that the height of canal bridges, as I was building them on the enlargement, would not be suitable for the boats the Pennsylvania Coal Company were building, and upon inquiring at the office of the Delaware and Hudson Canal Company I learned that they had boats building on the Erie Canal and elsewhere, some of which might be of the same dimensions.

Q. Did you not learn that those boats were building upon like plans and specifications with those of the Penn. Coal Co.?

A. I do not recollect of any information other than that stated by me in my last answer.

Adjourned until Tuesday, January 12, 1858, at 10 o'clock, A.M.

65

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Russel F. Lord. (re-cross)

241

TUESDAY, JANUARY 12, 1858.

Russel F. Lord, on his re-cross-examination, resumed by 753
counsel for the defendant, further testified:

Q. Do you know, and if you do, please state, the price paid by the Delaware and Hudson Canal Company for the boats they had built on the Erie Canal and elsewhere, as mentioned by you towards the close of your examination yesterday?

A. I have no personal knowledge of it except those built on the line or in the vicinity of the Delaware and Hudson Canal.

Q. Were there built for the Delaware and Hudson Canal Company, under your direction, along the line of their canal, in 1849, boats of like model and dimensions with those of the Pennsylvania Coal Company? If so, what was the cost of the same? 754

A. I do not now recollect of large boats being built on the line of the canal for the Delaware and Hudson Canal Company in 1849, except one by Mr. Turner, and I believe one about that time by Mr. Spencer, and I think they were not intended to follow the specification of the Pennsylvania Coal Company boats.

Q. In what respect did those boats differ from those of the Pennsylvania Coal Company, and what was their cost?

A. My impression is that the builders were mainly to be governed by their own views, and build the boats for an experiment, and that the price paid was \$1400 each, and that they were lighter than the Pennsylvania Coal Company boats. 755

Q. Were those boats more or less expensive to build than the boats of the Pennsylvania Coal Company?

A. I think they would have been less expensive, except that the moulds and yard fixtures had to be provided for the one boat, and I think Mr. Spencer mainly prepared the frame of his boat up the canal and carried it down to tide-water before he set it up.

Q. Were there built, under your direction, for the Delaware and Hudson Canal Company, in the years 1850, '51,

Mr. Turner
& Mr.
Spencer
built
experimental
boats for
the D & H
Canal

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756 and '52, or either of those years, boats of like model and dimensions with the boats used by the Pennsylvania Coal Company? If so, please state the number so built in each year and the cost of the same.

A. I cannot state definitely except by reference to my memoranda, from which it appears that there were built on the line of the canal 17 boats in 1850, at \$1400 each; it is also noted on my memoranda that Pennsylvania Coal Company boats will receive the coal 7 feet and 7 inches above water, and the Delaware and Hudson Canal Company boats 7 feet and 1 inch above water; except the difference in height, I think they were otherwise similar to model of the Pennsylvania boats; I cannot say now whether there was any built in 1851 and '52 or not.

757 Q. To whom did the lattice boat belong, which was mentioned by you in your re-direct examination as having made eleven trips averaging 135 tons. ✓

A. Mr. Nelson Birdsall built some lattice boats that he had run by himself on the canal, and some that he had sold to the Delaware and Hudson Canal Company; I think the boat enquired of was one of those built by him; who owned it at that time I cannot say.

Q. Describe generally the model of these lattice boats.

A. As they were built by an individual on his own responsibility, I did not pay particular attention to the precise model; they were in the general form of the other large boats, and the sides made more or less in the lattice form, from which they derive their name.

758 Q. Are such boats now in use on the canal, and if so, how many and in whose service?

A. I think some of the boats which were built by Mr. Birdsall were on the canal last season, but cannot say precisely without reference to the books at the Rondout office.

Q. Were there any latticed boats engaged during the last season in carrying coal?

A. I cannot say whether there were or not from my present recollection.

Q. Did the Delaware and Hudson Canal Company ever have any latticed boats built for them to your knowledge?

A. None, unless they were purchased from Mr. Birdsall or his partner at one time Mr. St. John.

*More on
boats*

*Nelson Birdsall:
the lattice
boat: made
11 trips,
averaging
135 tons*

*Birdsall &
St. John*

67

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Russell T. Lord. (re-cross)

243

Q. You have stated on your re-direct examination that 759
there were not very many of the old pattern boats in use
on the canal in the years 1848 and 1849. Do you mean by
old pattern boats in this connection, the old 30 and 40 ton
boats?

A. I mean the boats that were provided for carrying 40
tons.

Q. At what points is the Delaware and Hudson Canal
fed with water?

A. It receives the waters of the Lackawaxen at Hones-
dale, Brinks-dam, a few miles below Honesdale, and from
the Wallenpaupack just below Hawley, from the Lacka-
waxen below the Narrows from the Delaware near where
the canal crosses that river, from the Mongaup above Port
Jervis, from the Neversink River at the southwest end of
the summit, from the Rondout Creek at different points be- 760
tween the summit and tide-water mainly; there are other
feeders from some other smaller tributary streams on the
summit and at other places along the line.

Q. Were the Delaware and Lackawaxen aqueducts or
either of them at all in use during the season of canal navi-
gation in 1848?

A. They were not.

Q. You have stated on your re-direct examination that
assuming the data taken by you for the report of the year
1846 to be correct, the difference between 84 cents and 54 $\frac{1}{2}$
cents per ton would show the reduction in the cost of trans-
portation produced by the last enlargement: please state
particularly how you arrive at that result.

A. By ascertaining, as near as I could, the relative condi-
tion of the elements requisite for accomplishing the trans-
portation by the different sized boats, and that if a 50 ton
boat could be run for \$42 per trip, it would require an ad-
ditional horse for a large boat at a cost of \$9 per trip, and
an additional instalment on the greater cost of the large
boat equal to \$7 80 per trip, and some other contingent ex-
penses equal to \$9 20—making \$26 per trip, which added
to the \$42, would be equal to \$68 per trip for the large
boat of 125 tons, and equal to 54 $\frac{1}{2}$ cents per ton.

Q. Please state in detail the other contingent expenses
amounting to \$9 20 per trip.

Points where
the D & H
Canal is
fed with
water

Delaware &
Lackawaxen
aqueducts
not finished
for 1848
season

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762 A. They would be the unloading of 75 tons, at five cents, \$3 75, and for lines and some extra labor \$5 45—making together \$9 20 per trip.

Q. How much of the \$5.45 did you estimate for extra lines?

A. The estimate was made in 1847, by which I arrived at the conclusion that the large boats could be run at \$68 per trip; after estimating those things which occurred to me, I added the \$5 45, to make that sum cover the contingencies that I might have overlooked.

Q. Do you mean that recollecting the general fact that you had in 1847 estimated that \$68 would cover the cost of a 125 ton boat for a trip, and being unable when called
763 upon, on your re-cross-examination, to recollect precisely how that \$68 had been arrived at, you added the \$5.45 in preparing your answer to the question, to cover small items which must have entered into your original calculation, the particulars of which you could not recall?

A. In 1847 I was making a comparative estimate in regard to an enlargement of the canal competent for boats carrying over 100 tons, and added what I deemed would cover some contingencies which I did not then deem necessary to stipulate particularly; and after fixing in my
764 mind \$68 for the largest boat contemplated, I then used that amount as the relative cost of transportation on the large boats; and that it would make a better business for the boatmen at that rate, inasmuch as a considerably less number of boats would be required for accomplishing the transportation of coal on the canal at that time; the quantity of coal transported in 1847 was about 388,203 tons; assuming that it might be 400,000 tons per annum, it would require twelve trips by 667 boats carrying 50 tons, and 667
765 boats would require 667 masters, 667 bowsmen, 667 drivers and 667 horses; by 125 ton boats, at twelve trips each, it would require but 267 boats, 267 masters, 267 bowsmen, 267 drivers and 534 horses—requiring 400 boats less, 400 masters less, 400 bowsmen less, 400 drivers less, and 133 horses less; in my view, the reduction in the number of boats and in the amount of labor, and the less number of horses, would make it cheaper and easier to procure it, and consequently a large boat at \$68 per trip would be a more

69

Russell A. Lord. (re-cross)

245

desirable business than a 50 ton boat at \$42 per trip, and I 766
added the item of \$5.45 for contingencies, as it must have
been used in order to make the \$68 in view of such con-
tingencies.

(Answer objected to by counsel for defendant as not re-
sponsive to the question.)

Q. In estimating the cost per trip of running a 125 ton
boat, did you add the \$5.45 for contingencies to the \$68, or
did it form a part of the \$68?

A. It formed a part of the \$26 which I added to the \$42,
and therefore, formed a part of the \$68.

Q. Did the considerations mentioned in your last answer
but one, relating to the decrease in the number of masters 767
bowsmen, drivers and horses consequent upon use of the
larger boats, form any of the grounds or reasons for adding
this \$5.45 for contingencies to the items which you had be-
fore specified in detail in making up an estimate of the cost
per trip of the large boat?

A. I had all those considerations before me; and without
those considerations referred to, probably I would have in-
creased that item to some little extent.

Q. In making up your estimate of June, 1847, did you
assume that the 125 ton boats would make the like number
of trips per season as the 50 ton boats?

A. Under those circumstances, I did.

Q. Would you not have arrived at a different result in
respect of the saving consequent upon use of the larger
boats if you had assumed that such boats would make a less 768
number of trips per season than the small boats?

A. I made no such assumption in that estimate as I recol-
lect, and I cannot say what I would have assumed; in view
of all the circumstances then existing, I assumed that the
largest boat I estimated for, would be run in a satisfactory
manner at that rate per trip.

Q. Is it not now clear to your mind that upon the prin-
ples which you applied in the calculation, which produced
the result, of a saving in transportation consequent upon the
enlargement, equal to the difference between 84 cents and
54 $\frac{1}{4}$ cents per ton, a variation in the number of trips made

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769 by the respective boats in a season would vary the result of the calculation which you have stated in cents and fractions of a cent?

A. In my opinion, the relative difference between the two classes of boats is greater in favor of the large boats than is anticipated in that estimate.

Answer objected to, and

Q. Question repeated.

A. It would ; I did not understand your question before.

770 Q. In your opinion, what, for the purposes of your estimate in June, 1847, and upon the scale of prices with reference to which that estimate was made, ought to have been the allowance per trip for the increase in expense of lines in the larger boats?

A. It is rather my opinion from the information I have, that there is not much, if any, increase in the expense for lines ; I supposed at that time that there would be an additional expense for lines ; I cannot recollect about the difference now.

771 Q. In estimating the expense per trip of the 125 ton boat to be \$68, did you assume that the number of hands required for running such boat would be the same as in a 50 ton boat, and that they would be of a like class?

A. I assumed that there would be three men required for the 125 ton boat instead of two men and a boy.

Q. What did you assume to be the extra expenses occasioned by this difference in manning the boats?

A. I cannot say precisely ; I estimated upon the same principle that I would have done if I had intended to run a boat, and as the large boats would require a less number of men in the business, there would be a corresponding reduction in their wages.

Q. State according to your best recollection whether in your estimate of June, 1847, you made any, and if so, what, difference between the aggregate cost of the crew of the larger boat and of the crew of the smaller boat?

A. I do not recollect that I did, except what might be covered by the item of \$5 45 for contingencies.

Q. State what in your judgment ought to have been the

71

Russel Lord. (re-cross)

247

extra allowance per trip by reason of the boats being man- 772
ned by three men instead of two men and a boy, if you had
not assumed that there would be a general reduction of
wages by reason of the new system requiring a less number
of men to do the business.

A. It might have been from \$1 to \$2 per trip.

Q. How many trips did you, for the purpose of your
estimate of June, 1847, assume that the boats would make
in a season?

A. From my experience in arranging and estimating in
the spring in regard to the boating capacity for the season
on the canal, I have always considered that an average of
twelve trips was all that could be relied upon; hence I
think I assumed that number in making my estimate of
1847. 773

(That portion of the answer stating the experience of the
witness, and what he considered the number of trips to be
relied upon, objected to by counsel for defendant as not
being responsive to the question.)

Q. In estimating the additional cost per trip for an extra
horse to be \$9, what did you assume to be the cost of a
horse per month?

A. I assumed the cost of a horse to be, from my know-
ledge of what we were then paying for the use of horses on
the canal, which varied from \$16 to \$17 per month.

Q. Can you not state which of those figures you assumed
in fixing \$9 as the cost of an extra horse for a trip? 774

A. It is not now in my mind.

Q. If you allowed \$9 for the cost of an extra horse for a
trip, while the cost per month was only from \$16 to \$17,
must you not have assumed that the trips would average
something over half a month?

A. I presume that I did; I intended to make a liberal
allowance for running the large boats.

Q. You have stated that, in your estimate of June, 1847,
you allowed \$7 80 per trip for an additional instalment on
the greater cost of the large boat; what sum total did you
assume for the instalment per trip on the large boat?

A. I believe it was \$16.

72

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775 Q. On what basis was that?

A. I assumed that the boat would cost \$800, and allowed two per cent. per trip on its cost, for the instalment.

Q. For the purpose of your estimate of June, 1847, what did you allow for the instalment per trip on a 50 ton boat?

A. I believe it was two per cent. on the cost of the boat, which would be from \$8 to \$8 20 per trip.

Q. For the purpose of your estimate of June, 1847, did you at all take into account the cost of annual repairs of the boat?

A. I intended to take into account the relative cost of annual repairs, both in regard to the large and to the small boats.

776 Q. Was not your estimate a matter of figures, and did it not produce a result in figures?

A. That portion of my estimate, relating to the cost of transportation, was made with a great deal of reflection and deliberation.

Q. Were not the results of such reflection and deliberation applied to fixing the amounts of the different items which enter into the estimate?

A. I arrived at the conclusion, that \$68 was a satisfactory amount, and so stated in figures.

Q. Was not that gross item of \$68 arrived at by fixing, in detail, the various items entering into the cost of running the boat?

A. It was, so far as was necessary to make it satisfactory to my mind.

777 Q. Was it in any, and if so, in what respect, a lumping estimate?

A. I did not intend to lump anything in such a manner as not to comprehend its data and correctness.

Q. For the purpose of your estimate, at whose expense did you assume the annual repairs of the boats to be made?

A. At the expense of the boatmen.

Q. Did you assume them to be embraced in the instalments you have spoken of?

A. I assumed them to be covered by the freight.

Q. Question repeated.

A. I assumed that the boats would be kept in repair by the boatmen.

73

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Russel A. Lord. (re-cross)

249

Q. Did you then assume that the boatmen, in addition to 778
paying the instalments allowed for in your estimate, would
be obliged to keep the boats in repair at their own ex-
pense?

A. Whatever the assumption was, it was relative in both
cases, and I suppose the instalments would have sustained
the capital invested in the boat by the boatmen, and its
repairs.

Q. Question repeated.

A. I have no recollection in regard to it otherwise than
as I have before stated.

Q. State, according to your best knowledge, recollection,
and present belief, whether your estimate of \$68, as the
cost per trip of running a boat of 125 tons, included any
allowance for greater cost of annual repairs of such a boat
than the cost of annual repairs of a 50 ton boat, except in so 779
far as such increased allowance may be embraced in the in-
creased instalments per trip which have been referred to.

A. I do not know that it did, except so far as that there
would be a less number of boats upon the canal, and the
enlargement of the canal would make navigation smoother,
and boats would require less repairs.

Q. Do you know that your estimate of June, 1847, did
not make any specific allowance in figures for any increased
cost of repairs there might be in the larger boat?

A. I intended to take all the circumstances pertaining
to the boating business into consideration, and stated, in
my communication, that the boats could run in a satisfac-
tory manner at \$68 per trip.

Q. Question repeated.

A. I do not recollect of making any figures more than I 780
have stated, and as I have stated.

Q. Is any allowance for such increased cost of repairs
embraced in the item of \$5.45 for contingencies, which
you have referred to?

A. I intended the item of \$5.45 for contingencies to
cover any omissions I might have made in the relative
comparison in the cost of transportation in the two classes
of boats.

Q. Was, then, this matter of increased cost of repairs in
the larger boats, if any such increase there should prove to

74

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781 be, one of those items you omitted to take specifically into account, and left to be covered by the general charge for contingencies which you have mentioned?

A. It was a relative estimate; I do not know that I intended to provide for any extraordinary contingencies that did not occur to me in either case.

Adjourned to Wednesday, January 13th, 1858, at ten o'clock A. M.

75

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Russel F. Lord. (re-cross)

251

WEDNESDAY, January 13, 1858. 782

Russel F. Lord, on his *re-cross-examination*, resumed by counsel for defendant, further testified:

Q. Please point out the item embraced in the estimate of \$68, if any such item there be, which contains any specific charge for increased cost of repairs in the larger boat.

A. I had been accustomed to investigate and estimate the cost of boating from year to year in relation to regulating the freight to be paid on coal, for about fifteen years prior to 1847, and I arrived at the cost of \$68 per trip in a manner which was satisfactory to my mind, and I do not recollect of making any particular item for that object. 783

(All that part of the answer down to and including the words "satisfactory to my mind," objected to by defendants' counsel as not responsive to the question.)

Q. Was not the gross item of \$68 made up of smaller items amounting to that aggregate sum?

(Objected to as having been substantially previously put and answered. Answer taken subject to objection.)

A. The estimate was made up from the experience I had that the boats were run in 1849 for \$40 20 per trip, and an assumption that the 50 ton boats could be run for \$42 per trip, and I added the amount of \$26 to the \$42, in view of the items that I considered would be increased for the large boat. 784

Q. Please state distinctly, referring to the manner in which the sum total of \$68 was made up, as stated in your last answer, whether any, and if so, which of the items of which that sum of \$68 was so made up, embraces or can embrace any specific charge for increased cost of repairs of the larger boat, unless it may be that the item of \$5 45 for contingencies may be conceived to be sufficient to cover

76

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785 any charge proper to be made on that head of increased repairs.

A. I think the ordinary repairs of the boat were covered by the two per cent. per trip on the original cost of the boat.

Q. Did, then, the charge in your estimate of \$7 80 per trip, for the additional instalment on the boat, embrace whatever allowance was made in your estimate for additional cost of repairs, if any, on the larger boat?

A. I assumed the cost of the boat to be \$800, and two per cent. per trip on the cost would be \$16, twelve trips per annum would be equal to \$192 paid; commencing the life of the boat with \$800 at seven per cent., it would be \$856 at the end of one year; as the instalments, amounting to \$192, would be paid according as the boats made trips, they would be entitled to half interest per annum, equal to \$6 72 per year, making the total sum paid \$198 72, which deducted from the \$856 would leave the cost of the boat at one year old to be \$657 28; adding interest for another year at seven per cent., equal to \$46, it amounts to the sum of \$703 28, from which deduct the instalment and interest paid the second year of \$198 72, and it leaves for the cost of the boat when two years old, \$504 56; adding the interest for the third year at seven per cent., \$35 81, makes the amount \$539 87; from which deduct the instalment and interest that would be paid the third year of \$198 72, and it leaves for the cost of the boat three years old \$341 15; adding the interest for the fourth year, \$23 90, makes the sum of \$365 05, from which deduct the instalment and interest that would be paid, \$198 72, and it leaves for the cost of the boat when four years old, \$166 33; 788 adding the interest for the fifth year, \$11 64, makes the sum of \$177 97, which being deducted from the instalment and interest that would be paid, leaves a balance of \$20 75 in the hands of the boatman, together with whatever the boat might be worth when five years old, which, I think, made provision for the repairs of the boat during the five years she was running.

Q. Was, then, the cost of repairs provided for in your estimate upon this assumption, and not otherwise?

A. I think it was.

Rufel. Lord. (re-cross)

253

Q. What in your judgment would a boat of 125 tons, 789
such as you have contemplated, be worth for the purpose
of breaking up; I mean what would the materials be worth
to the owner, over and above the expense of breaking her
up, assuming the boat to have reached such a condition
that it would be more profitable to break her up than to do
anything else with her?

(Objected to, as immaterial, vague and uncertain. An-
swer taken subject to objection.)

A. I do not assume that the boat would be broken up
when 5 years old; it would run two or three years longer, 790
with some annual repairs, and by applying the annual in-
stalment of \$192, the boat might be renewed, or it proba-
bly would sell when five years old at from \$200 to \$300.

(Answer objected to by defendants' counsel, as not re-
sponsive to the question,) and

Q. Question repeated.

(Objected to as before, and also that it does not appear
that the witness has sufficient knowledge to speak upon the 791
subject. Answer taken subject to objection.)

A. I cannot say from my knowledge.

Q. In the management of the business of the Delaware
and Hudson Canal Company, prior to the last enlargement
of the canal, had it been customary for the company to
make at their own expense, the ordinary annual repairs of
the boats, or were the boatmen accustomed to pay the ex-
pense of such repairs, besides paying the instalments which
were exacted from them by the company?

(Objected to as multifarious. Answer taken subject to
objection.)

A. So far as I can recollect, the boatmen when they took
the boats, were to keep them in repair at their own ex-
pense, and did so while they were running them; and

78

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792 when a boat was given up, if it was repaired by the company, the cost of such repairs was added to the amount then due for the boat, and so charged when it was re-let.

Q. Do you know whether, in the experience of the Delaware and Hudson Canal Company, the instalments they had been accustomed to exact from the boatmen prior to 1847, had been found sufficient to indemnify them for their outlay in the construction of the boats, and in making such repairs as were not made by the boatmen?

A. The boat accounts were not kept by me, and I have not the necessary knowledge to say how it was.

Q. In making your estimate of June, 1847, did you or did you not assume, with reference to the large and to the small boats respectively, that the instalments allowed for in each case would be sufficient to indemnify the company for their expenditures in the construction of the boats, and for any repairs which they might be obliged to make?

A. I assumed that they were relatively so.

Q. Did you assume, or did you know or undertake to judge whether or not they would be absolutely so?

A. I made the estimate according to my best judgment; I don't recollect now of all the assumptions I made at that time.

Q. Is that the fullest answer you can give to the last preceding question?

A. From my understanding it is.

Q. Referring to your statement, that you contemplated that the larger boats should have crews of three men, and the smaller ones of two men and a boy, what, in your judgment, would have been, in the year 1847, the monthly wages of the third man on the larger boat, and what the monthly wages of the boy on the smaller boat?

A. I do not recollect what the grade of wages was at that time; I suppose that inasmuch as that the number of crews required would have been reduced by the change from the 50 ton boats to the 125 ton boats, that the cost of crews for the large boats would be no more than it had been for the small boats.

Q. Please answer, according to the best of your judgment and recollection, the last preceding question, upon the assumption that there would have been an increase in the

79

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Russell Lord. (re-cross)

255

number of the large boats to such extent as that they would, 795
upon the whole, have required the like number of men as
were required by the 667 small boats; in other words, as-
suming that there had been no change in the relative
demand for and supply of labor?

A. I do not recollect what wages were in 1847; the dif-
ference between a man and a boy might have been from
\$2 to \$4 a month.

Q. Is that the fullest answer you can give to the ques-
tion?

A. From my recollection and understanding, it is.

Q. You have stated that, in making up your estimate of
June, 1847, you would probably have increased to some little
extent the item of \$5 45 allowed for contingencies, had
you not had in view the reduction in the number of boats
from 667 to 267, and the consequent reduction in the de- 796
mand for labor and horses; please state, according to your
best judgment, what addition would have been, or properly
should have been, made to that item of \$5 45 for contin-
gencies, if you had assumed that the number of the large
boats to be used had been increased so as to require, in the
aggregate, as many men as the 667 small boats?

A. I have not investigated that subject sufficiently to
form an opinion.

Q. Can you give me no further answer to the question?

A. I do not think of anything further.

Q. How, then, were you enabled to say that the increase
would have been to some little extent?

A. I only assumed it as a possible probability.

Q. Would the increase of this item for contingencies 797
have been sufficient, under the circumstances suggested in
the last question but three, to make any material change in
your estimate of the number of cents per ton saved by
reason of the enlargement?

A. It does not occur to me that it would.

Q. What kind of boat did you, in your estimate of June,
1847, assume the 125 ton boat, costing \$800, to be?

A. I assumed that boats might be built in different
forms, but do not recollect which particularly I was inclined
to adopt at that time.

Q. Did you assume, for the purposes of that estimate,

80

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798 that there would be effected any material saving in the cost of transportation by building the large boats in form of sectional scows, in lieu of the model of the boats then commonly used on the canal?

A. I think that I assumed that the most economical boat would be provided; I had made some investigation in regard to the scows, but had not made up my mind as to which kind of boat would be the best.

Q. Is there not a material difference between the cost of round-bowed boats and sectional scows of like general dimensions?

799 A. It does not occur to me that there would be a material difference in the cost of round-bowed boats of the same dimensions and pattern with sectional scows.

Q. Is there not a material difference between the cost of round-bowed boats and sectional scows carrying a like quantity of coal?

A. The cost of boats which usually carry an average of about 120 tons is greater than that of scows which carry 125 tons.

Q. Did your estimate made in June, 1847, of \$800 for the cost of a boat refer to a round-bowed boat or to a sectional scow?

800 A. I do not recollect that I had defined the particular form of the boat that would be used when I made my estimate.

Q. If there was a material difference in the cost of these two different kinds of boats, how could you accurately estimate for the cost of a boat for your purpose, without making up your mind which kind of boat should be adopted?

A. It did not occur to me that there need be any essential difference in the cost of boats to vary my estimate.

R. F. Lord.

William Turner, a witness produced, sworn and examined on the part of the plaintiffs, testified:

Q. Where do you reside, and what is your occupation?

A. I reside at Honesdale, Wayne county, Pennsylvania, and am a boat builder.

Q. How long have you been engaged in such business, and how extensively have you carried on the same?

Russel F. Lord



William
Turner,
boat
builder. ↓

81

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Russel T. Lord. (re-cross)

257

A. I have been engaged in the boat building business 801 on my own account since October, 1848; I have, probably, built as many boats for the Delaware and Hudson Canal Company as any one engaged in that business on the line of the canal in that time.

Q. Previous to 1848, were you engaged in the boat building business, and if so, in what way, and for what length of time?

A. I was engaged as foreman in the yard of Mr. Horace Tracy, at Honesdale, from some time in the fall of 1842 until I went into business on my own account in 1848.

Q. Was your business confined to boat building, or did it include also the repairing of boats?

A. I had the sole charge of the business, both building and repairing boats, so far as executing work was concerned, 802 while I was foreman for Mr. Tracy, and I carried on the business on my own account, both in building and repairing boats.

Q. What kind of boats were built by or under your direction in 1848 and 1849?

A. I was building small boats or 50 ton boats in 1848, and closed up Horace Tracy's last contract in October, 1848; for delivery in the spring of 1849, I built one large boat.

Q. Describe the small boats which you were so building?

A. They were built for the old locks on the canal 70 feet long 8 feet wide, and somewhere in the neighborhood of five feet deep; some were not quite 5 feet and some over; they had gradually increased the depth of boats from 1842 803 up to 1848; these were boats.

Q. Of what materials were these boats built?

A. The frames and outside planking were oak; the inside clamping and general plank were pine; the ceiling hemlock boards; cabin and forward and after decks were pine.

Q. What was the cost of such 50 ton boats in 1848 and 1849?

A. There were no 50 ton boats built in 1849; the price in 1848 was \$410.

Q. Did or did not such price include the finishing of the boats with all its appurtenances ready for immediate use?

Boats made
of these
woods

82

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804 A. It did.

Q. What would the same class of 50 ton boats have cost if built in 1853?

(Objected to, and answer taken subject to objection.)

A. The prices of materials and labor would enhance the cost 20 per cent.

Q. What, if anything, had occurred in regard to labor to enhance the price between 1848 and 1853?

(Objected to, and answer taken subject to objection.)

805 The demand for labor had increased and mechanics could not be hired for the same wages.

Q. Had there been between those dates any change in the number of hours that mechanics labored, and if so, what was that change?

(Objected to, and answer taken subject to objection.)

A. The 10 hour system was adopted between those periods, by which system they worked 10 hours for a days' work, previous to which they worked from sunrise to sunset; the 10 hour system was adopted with us at our place in the spring of 1848.

Q. When were the first 125 ton boats built by you for the enlarged canal?

806 A. The first boats built by me were built in the winter of 1849-50, and delivered in the spring of 1850, except the one boat built by me one year before that which I have referred to.

Q. About how many of the 125 ton boats did you build prior to the opening of the canal in 1853?

A. Five boats and five section boats.

Q. Describe the different classes of boats built by you for the enlarged canal, or in use on that canal in 1853?

A. I built five coal boats, such as were in general use on that canal; I built one boat used in the coal trade without hatches, and two freight boats such as are used for carry-

83

Russel Lord. (re-cross)

259

ing merchandise, &c., on that canal; I also built 5 section 807
boats.

Q. Were these section boats intended for the coal business or otherwise?

A. They were intended for carrying coal.

Q. State the price of these different boats in 1853—I mean the boats used in the coal business.

A. Five boats cost \$1400 each; five section boats cost \$1000 each.

Q. Did you build any boats in the year 1853, and if so, how many, and of what kind?

A. I commenced in 1853 a contract to deliver, in the spring of 1854, 10 section scows.

Q. Of what materials were these boats and section scows built?

A. The frame work was oak, and a portion of it other hard wood; the outside planked with oak; the lining hemlock; the cabin and decks pine, and the inside clamping was oak or pine, at my option.

Q. What was the price of the 10 sectional scows referred to in your former answer?

A. I do not know whether I built them for \$900, \$925, or \$950; it was either \$900 or \$925 for the 10 scows.

Q. What could you have built those sectional scows for in 1848 and 1849?

(Objected to. Answer taken subject to objection.)

A. The same difference per cent. less that was added to the estimated cost of a small boat in my previous answer.

Q. State in detail the quantity of material and their different kinds, and the prices of the same, in one of the above mentioned sectional scows, including the labor of building, in the year 1853.

A. To build a scow in 1853 would cost as follows: As near as I can estimate, it would require, for frame work, 7486 feet oak and hard wood timber, at \$13 per thousand..... \$97 32

materials
for
section
scows

808

809

84

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810	For outside planking, 6,910 feet, at \$15 per thousand	
	sand	\$108 65
	2,500 feet pine lumber, at \$20 per thousand	50 00
	4,700 feet hemlock plank and boards, at \$8	37 60
	150 pounds oakum, at 7 cents	10 50
	75 " cotton, at 12½ cents	9 38
	2,621 " iron, at 4½ cents	117 94
	1,300 " spikes, at 6½ cents	84 50
	2 barrels of pitch, at \$2 75	5 50
	100 pounds white lead, at 9 cents	9 00
	4 gallons oil, at 86 cents	3 44
	40 pounds putty, at 5 cents	2 00
	Castings for couplings	16 00
811	62 square knees, at 50 cents	31 00
	175 days' labor, at \$2	350 00
	4 pumps, at \$2	8 00
	Amounting to	\$936 35

for the cost of a sectional scow in 1853.

I want to be understood that this estimate is such as I would have made at that time for building such scow.

Q. Is there anything else in the way of labor and materials which should be included in your last answer in order to make the scow complete for use which you have therein omitted? if so, please state what.

A. I do not remember anything now.

Q. Are the prices for materials and labor, stated in your last answer but one, estimated, or are they such as you paid for like materials and labor in 1853?

A. They are the prices that I actually paid for materials and labor at our place in that year.

Q. Are the various materials which you have mentioned in your last answer but two all that are necessary for the proper construction of a sectional scow, and are they such as you actually used for that purpose?

A. They are.

Q. How did you arrive at the 175 days' work stated in your estimate?

85

Russel. Lord. (re-cross)

281

A. I paid \$2 per day for my labor, and good men were 813
willing to do, and did, all the labor necessary in building
a scow for \$350.

Adjourned until Thursday, January 14, 1858, at ten
o'clock A. M.

84

86

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p. 263: Building a boat and building a scow: The plank on the bottom of a scow is hard wood, maple, or beech, the log bilges are red beech, and the intermediate keelsons are beech, the rest of the outside is oak; the boat is planked and ceiled with oak inside and outside; the inside ceiling of a scow is hemlock.

The section boat was built in two pieces, with couplings to connect them; it was an open boat, without hatches, about 90 feet, with decks and hatches. The section boats weighed less. The sections, when coupled, are about 8 inches apart.

p. 275: **James Graham:** I build and repair boats. My occupation: I am assistant superintendent of the third division of the Delaware and Hudson Canal. My partner is Alexander Graham. I have also an interest in the firm of Grahams & Holmes, engaged in repairing boats.

In 1847 we built 10 small boats or 50 ton boats; in 1848 13 boats of 50 tons each; in 1853 one section boat; 9 scows and two large boats in 1854; 7 scows in 1855; 4 scows in 1856, and two scows in 1857. Detailed list given of materials used.

p. 288: **Jacobus D. Deyo,** Ellenville, Ulster County, engaged in the boating business on the D&H Canal. For 13 years I have been engaged in the boating of lumber, and carrying of freight and some glass down the canal. I was employed by Tuthill, Broadhead & Co. until about 1852; since then I have been in the employment of The Ellenville Glass Company. I have been a master or captain of a boat 9 years; previous to that, bowsman for three years; before that a driver. How a boat was locked through the canal in 1848 and 1849: "They ran into the lock, and the lock-tenders would shut one gate, cross over and shut the other, then go to the other end of the lock, and start the water; after the lock was empty he would open one gate, shut the paddles on that side, then cross over the lock, and open the other gate, shut the paddles on that side, and then the boat would start out of the lock about 10 or 15 feet, and then he would start a swell behind the boat, and drive her out of the lock. The horses in the first instance moved the boat 10 or 15 feet. The boats were not swelled from the gates in those years. It was not considered safe because the boats were low and in danger of sinking. The large boats could be swelled out of the locks without any danger. The horses were not compelled to start the boat the 15 or 20 feet as they were formerly on the old canal.

Locking a boat on the enlarged canal in 1853 and 1854: When there were no drop-gates, it was the same at both of those periods, with the exception of shutting both lower gates at a time and opening them at one time, and swelling the boat from the gate without the aid of horses. The drop gates makes a difference in closing the upper end of the lock; the lock-tenders start it, and it closes itself and swells the boat out much faster.

The class or description of horses used on the canal in 1848 and 1849 was not materially different from the description of horses used on the canal in 1853 and 1854.

Hip Boats: they are the small boats used on the old canal, enlarged and made wider. They could carry 50,000 feet of lumber as an extra load. They can carry 40,000 feet of lumber safely. They were manned by two men and a boy and drawn by one horse. To make the hip boats: "Timbers projecting out were put along their sides, outside of the old boat, and they were planked so as to make them nearly as wide as the large boats, but they were of the same length as before; the old sides of the boat were left the hold being the same size as before. The dimensions of the hold were left entirely unaltered."

Edwin J. Bailey, Ellenville, engaged in boating lumber, merchandise, leather, manufactured goods and coal since 1843.

The only difference in the manner of locking boats through the canal before the enlargement, say in 1848 and 1849, and in the manner of locking them through after the enlargement, say in the years 1852 and 1853, was the swelling the boats out of the locks. "The small boat could not be swelled when she lay near the upper gate, as a large boat could in 1853; but she had to be started 10 or 15 feet with the horse; on the enlarged canal, boats can be swelled out when lying near the upper gate, without the aid of horse-power.

Lumber boats had three men and two horses; coal boats had two men and a boy and two horses; some coal boats had three boys, and some had one man and two boys.

"The canal being straightened at the High Falls gives the boat a better chance to get in and out of the new locks; and likewise the slack-water navigation at Eddyville is improved by building the tow-path around an island; we can go down there now at a higher stage of water than we could with the small boats, without danger."

To get from Rondout Creek to tidewater: you go through two locks, the guard lock on the creek, and the tide-lock, a distance of about one-eighth of a mile.

On the canal at High Falls, boatmen usually meet with the most delay.

Hay and oats for horses in 1853: Six pecks of oats per day for two horses, making in a month 45 bushels at 53 cents per bushel \$23.85; hay, 25 cents per day, \$7.50 per month.

The boat I now run: She is called "William C. Rose," belongs to Tuthill & Broadhead, and is lying at the foot of Vestry street, North River."

Thomas Appleyard, January 28, 1853: age 44, Ellenville, boat builder and cabinet maker.

The horses I used on the canal in 1848: I paid \$60 for a horse for the boat Victory, and \$80 for the horse I used for the company's boat. The average value of a horse then was \$70.

The cost per ton of unloading coal in the years 1848 and 1849 was five cents per ton.

The large boats are more easily managed than the small ones, for the reason that they are larger and steadier on the water, and I found that I could get along with them easier and handier around the turns than with the small boats.

In 1856 I started at Port Ewen and I laid up in December of that year in the Pool-pit, about two miles from Hawley, where there is a large basin for that purpose. My boat was one of the western built boats and carried about 124 tons. She was a round-bowed boat. The Pennsylvania Coal Company did not have any scows. She was a full river boat. I remained in New York, on average, about 4 or 5 days. We were detained until we were taken away by the steamboat belonging to the Company, which took us to the different yards to unload.

In going to and from New York: we were on the river 18 hours going down, and 12 or 14 hours in coming up.

p.401: **George H. Goodsir:** 31 years old, Ellenville, boatman

"I have boated since I was twelve years of age, upon the Delaware and Hudson Canal; I have been a driver, bowsman and captain (about 12 or 13 years as captain).

"I think it was in 1848, I hired a horse of Robison Decker, for \$5 a trip, and I found him; I think I had him for two trips." That was a fair price, I did not grumble.

In 1850 I ran boat "Guess," in 1851 boat No. 491, and in 1852 boat "Alida.

In 1852, I was engaged in the freighting business, and was paid \$100 per month. I ran from Honesdale to New York, generally.

What expenses were included in the sum of \$100 per month which you so received?

I had to furnish and keep one horse, and find two hands, besides myself, and board them, and furnish the boat with lines, with the exception of river lines. I furnished all the running expenses.

It was a hip-boat; I used but one horse for her.

In what way were you employed in boating, in 1853:

I ran a freighting boat from Honesdale to Albany. I was captain of the boat, but not her owner. Thomas W. Cornell was the owner of the boat.

In 1854 I was a watchman for the Delaware and Hudson Canal Company. I was stationed at Ellenville. My duty was to keep the levels to a proper height of water, and if boats got wedged or in any difficulty to help them loose, &c.; my district was from Ellenville up the canal about two miles.

In 1855 I was running a freight boat for Schutt & Fanton of Ellenville and ran from Honesdale to Albany.

50 ton boats in 1848 and 1849; 125 ton boats in 1853. "...the large boat on the new canal gets along with less wedging."

"Sometimes boats run in together, and block up the navigation of the canal, on account of the banks being shallow, which does not happen so often with a large boat. . . sometimes it occurs by boats coming up the canal loaded, and sometimes, by a boat passing another coming down the canal."

The expense per season of horse-shoeing in 1848 and '49 was seven dollars.

It took me 4 to 10 days to go from Rondout to Albany and return to Rondout. The average time was about a week.

The freight and lumber boatmen are required to assist in loading and unloading, and the coal-boat men are not.

“In 1852, our up loads were merchandise, such as groceries, flour, liquors, dry-goods, hardware, iron ore, hides, etc.; our down loads were lumber, leather, glass, turned-bed posts, chairs, &c.; in 1853 our up loads were flour, pork, cheese, vinegar, grain, lime, etc.; our down loads were coal principally.”

“I would venture to say that coal could be carried 30 cents per ton cheaper on the large boat than it could be on the small one.”

“...we could be swelled out of the locks safer and quicker with the large boat than we could with the small one; I don’t know but that the small boat would tow a little faster on the levels, when loaded, than the large boat; but when light, I should think there would not be any difference.”

When loaded boats going in opposite directions meet on the canal: “...the down boat loaded drops its line for the up boat to pass over it loaded or light.”

Where boats moving in opposite directions meet each other on the canal, one being laden and the other light, are they accustomed to pass on without slackening their speed?

“The light boat passed on, and the loaded boat slacks to let the other pass over its lines.”

George C. Mackey, 26, Ellenville, mason by trade, generally boat on the D&H Canal in the summer season. Worked as driver, bowsman and captain for the last 15 years on the canal (not in 1857). Worked as captain for 10 years . Boated coal 1843-51, 54-56. In 1852, I went bowsman on a boat carrying flour; in 1853, I ran a flour boat.

“The small boat would run easier over the levels, but, for the whole trip through, I would rather take the large boat; that is, loaded small boats would run easier over the levels; light small boats would not. The large boats, on the enlarged canal, are less liable to damage; the banks are smoother.”

“We can lock through quicker on the enlarged canal than we could through the small locks in 1848 and 1849; the new locks empty quicker, and they can swell a boat out of the new locks as soon as the lower gates are open; there is an improvement in the gates of the locks on the enlarged canal; there is, also, an improved mode in shutting the gates; they can shut the two gates at a time, when they could formerly shut but one.”

The old gates leaked and the new ones do not.

Do horses need any rest, either in the day or night, more than they get at the locks, and at any points of loading and unloading, in making the round trip from Honesdale or Hawley to Rondout or Port Ewen, and back?

They do not, as boating has been for the last 4 or 5 years.

In 1853, I ran a boat for Thomas Cornell.

I think it took about 8 minutes to lock through a 50-ton boat on the old canal. With flooding or swelling the boats out of the locks, I should think that nearly two minutes or one minute and a half, and perhaps more, are gained. With the drop gates as they are now, two horses could draw a large boat out of the lock easier than one horse could have drawn a 50-ton boat out of the small locks.

Are the boats accustomed in navigating the present canal, to run throughout the night?

They are,--what chance they get to run.

In what manner was your cargo usually discharged?

It was generally hoisted out with iron tubs.

What power was used?

Three men generally hoisted it with a block and fall.

It usually took from 6 to 8 hours to unload the cargo of a 50-ton boat.

With the large boats now on the canal, the tubs of coal (tubs larger than those from the 50-ton boat years) are hoisted out by steam. To unload a large boat now 8 to 10 hours.

February 23, 1858: **Thomas Mathews**, 27, resides at Honesdale, engaged in boating for the last 15 years. As driver, bowsman and captain (12 years). Boated coal. In 1853 I ran a large boat named Port Jervis for three years (her average cargo was about 131 tons). In the fourth year she was made into a section boat because she was too long to pass through the drop gate locks when they were introduced in 1854.

To whom did the lattice boat which you ran in 1852 and 1853 belong? I believe she belonged to Charles St. John, of Port Jervis. She was 91 ½ or 92 ½ feet long. Could a boat of her size be now run on the Delaware and Hudson Canal? She could go down, but could not come up.

In 1855 I ran scow No. 795, and in 1856 and '57 scow 567, and carried coal for the Delaware and Hudson Canal Company each of those years. Were these section scows? I believe not. Well, don't you know? I believe they were called model scows; they differed somewhat from what were called section scows. Were they or not in two sections: They were in two sections and put together with hinges. Did the water flow between the sections? It did.

You have stated the cost of hay and stabling, for the one horse towing the small boat in 1846 and 1849, to be \$2.50 per trip, and the cost of hay and stabling for two horses for the large boat, in 1853 and 1854, to be \$5 per trip; were the rates for charge of hay and stabling the same in 1853 and 1854 what they were in 1846 and 1849? There was not much difference--not any, that I know. Is the cost of hay and stabling for two horses used for a large boat, double the cost of hay and stabling of one horse used for the small boat? It is. Do the two horses used for the large boat consume twice the quantity of oats consumed by the one horse towing the small boat? They will, if they feed it to them; they do not require as much feed, and don't have quite as hard work.

Boats are now locked through quicker than they were in 1853 and 1854 because they now have different paddles and a different gate at one end, called the drop-gate.

David C. Reynolds, 36, Summitville, Sullivan County, engaged in boating coal on the canal (since 1839) for the D&H; also own a small farm. The full river boats are 1 ½ feet higher on the sides than the other boats.

What were the difficulties in flooding a boat out of a lock on the old canal? The boat would get back against the gates and could not be started, and they did not dare swell them out because the locks sucked back, and the gates leaked, and when the water was let on, the boat would fly back; I have been a half an hour in one lock in that position. How is it now with the locks on the enlarged canal? The boat starts the instant the water starts. State whether they are flooded out or swelled out, by the force of the water. They are, and very quickly.

There is more space between the sides of the boat and the sides of the locks on the enlarged canal than there was on the old canal. The locks are now wider in proportion, and the water is deeper.

In 1848, there was a freshet that caused a large break in the canal. Navigation was delayed about 8 days.

River boats have hatches.

The boats I ran in 1853 were called lattice-boats. They were 90 feet in length and 14 feet in breadth and about six feet in depth. They could carry about 140 tons. They were lighter than the Pennsylvania Coal Company boats and were fuller built, bow and stern. Were lattice-boats in common use on the canal in 1857? There were some; there were but a few of them in use on the canal at any time. There were 25 or 30 lattice boats in use that year. They were all engaged in carrying coal for the Delaware and Hudson Canal Company. There was one lattice- boat carrying lumber. The lattice-boats were not to go to New York or any great distance.

In 1854 I ran boat 1311 only. She was a round-bowed boat, called a lattice-boat. She could carry about 134 tons.

There was about a foot of space in the locks on the enlarged canal on one side of the boat, when the other side was against the lock; I mean that the locks on the enlarged canal are out one foot wider than the boat, and the locks on the old canal were from four to six inches wider than the boat. The Neversink locks are six inches wider, and the water at the head of the locks about a foot deeper than on the other locks on the enlarged canal.

It takes a large boat laden with coal about 12 hours to pass from Honesdale to Hawley. A boat going light from Hawley to Honesdale takes from six to eight hours.

William Van Wagenen, Eddyville, 35 years old, engaged in the mercantile business since the spring of 1848 at Eddyville. Furnished boatmen with supplies for their boats. Do you mean that when the crew of a canal boat lived upon the boat, and were supplied with provision by the persons for whose account the boat was run, the cost in 1853 of supplying them with provisions was about from \$18 to \$19 a month? I think it was.

Is it the general and almost universal practice on the canal, where a boat is run by a captain, on wages, for the person for whose account she is run, to give the captain, when starting upon a trip, a sum of money to be used in paying incidental expenses during the trip, and is that commonly called expense money. It is.

At tidewater, three days were required for unloading. Loading and unloading was not done on Sundays.

Was it not in 1853, and has it not since been the usual course of business of the Pennsylvania Coal Company at Port Ewen to discharge a large proportion of their coal directly into vessels waiting to receive it, and therefore not to require room at Port Ewen in which to put such coal? It was their usual course of business to do so, but frequently boats would be detained at Port Ewen for unloading in consequence of no vessels being there to receive their cargoes and the company not having sufficient dock room to store it.

Is it not the practice for the boatmen when running up the canal between Honesdale or Hawley and Eddyville to drive their horses not only during the day but throughout the night? It is, generally; some lay up a part of the night; others are detained at different places on the canal, and thus their horses get rest; when they can go, it is customary for them to go.

Monday, March 8, 1858: **Thomas Bloomer**, 23, Hawley, boatman on the D&H Canal for 14 or 15 years; captain about 8 years. How were the boats loaded at Honesdale in 1848 and 1849? They were loaded with slides or shutes and by screens. Which loaded the boat quickest--the slides or the screens? About how many boats could be loaded at a time at Honesdale in those years? From ten to twelve, I should think. About how long did your boat usually lie at Honesdale after she reached there and before she was fully loaded? About 1 ½ days on an average, as near as I can recollect. It averaged about two hours to load a boat under the slides, and from eight to ten hours under the screens, as near as I can recollect. What was the cause of that difference in the time of loading? Fine coal would not fill or come into the boat as fast as the coarser coal. How long did it usually occupy to load the boat you ran in 1853 after she came under the slides or shutes? About two hours on an average with the coarse coal.

Did the boats engaged in the coal trade in the year 1849 run upon the river? They did not; no further than to Rondout. How was it in respect of the boats engaged in that trade in 1853? In 1853 they ran upon the river to New York and elsewhere, as they were required. In what manner were they taken to New York and elsewhere upon the river? They were towed by a steamboat. Where did the steamer that towed the boats to New York start from, and where did she take the boats and make up her tow? Port Ewen. What time did she leave Port Ewen? Some time in the middle of the night, and sometimes before six o'clock in the afternoon, but generally during the night. About how many boats did she usually take to New York on each of her trips? From fifteen to twenty, sometimes less when she towed barges. How were the boats that went to New York brought back again? They were towed back by steamboat. Where were they usually left by the steamboat? At Port Ewen. What time did the steamer from New York, with a tow of empty boats, usually reach Port Ewen? Sometimes in the morning, sometimes in the evening, and along through the day. What number of empty boats did she usually bring up from New York? From fifteen to twenty, and sometimes less. Were some of the boats of the Pennsylvania Coal Company unloaded at Port Ewen? They were. In what manner were the empty boats brought from New York and the boats that were unloaded at Port Ewen taken to Eddyville? They were towed there by a steamboat. By the same steamboat that towed the loaded boats from Eddyville to Port Ewen: Yes.

Which is the most economical boat for the transportation of coal on this canal as it existed in the year 1853? Scows--section scows they call them, I believe. State your reasons for the last answer. They carry more; they are just as good to run as a boat, and they can make more money off them than they can off of boats.

What effect has the practice adopted since the enlargement of the canal in requiring the boatmen in their contracts to run upon the Hudson river to New York and elsewhere, had, upon the rate of freight paid for the transportation of coal? A boatman can make more money by carrying coal on the canal only and not on the river. River freight does not pay us anything more than our expenses, and sometimes not as much as that.

The boats are subject to greater injury on the river than on the canal. I would rather make two trips on the canal than one to New York, so far as the wear and tear of the boat is concerned. It would rack her more to make one trip to New York than to make two trips on the canal.

...at some places we would run all night. At what places? The Neversink locks was one place; at the High Falls; and at other places where there happened to be a crowd of boats, they would pass them through.

In 1848 and 1849, about how long did it take to lock through a boat? I should think about eight or nine minutes (from the time the boat gets into a lock until she is raised up, and the gates are opened, and she starts out), but I never timed them.

The locks on the canal are closed on Sundays. Locking through on the enlarged canal takes less time than on the old canal.

Is it not a frequent practice of yours to pass other boats on the canal going in the same direction with you when you think they are not going as fast as they ought? We never pass any boats on the short levels; on the summit and 12 mile levels, sometimes we pass one or two on each level.

About how many boats would the Hawley basin hold? About 100 I should think.

At which place are boats subject to the most danger, and the most liable to be injured, at Rondout or Port Ewen? At Port Ewen, I think. Please state the reason. The wind blows so hard at Port Ewen that it sometimes sinks boats.

The boats do not get in and out of the locks as fast at night as in the daytime.

Adjourned to Saturday, March 13, 1858, at 10 o'clock A.M.

(End of Volume I, 658 pages)

88. **Additions for Volume XIV:** These D&H photographs were posted on Facebook on Monday, August 13, 2018 by John E. Hudacek (Jack's Hobby Center), with very precise captions on the back, which are reported by Hudacek:



“Bridge over tail race in Carbondale yard”



“In D&H Yards at Carbondale 1947”

D&H Gravity Shops buildings



“Old passenger station [D&H Main Street Station] at foot of #1 plane, Carbondale, PA”

89. Addition for Volume XXIII: Three canals that connect with the Erie Canal:

Via the Champlain Canal, D&H coal was shipped north to Whitehall and on to Lake Champlain.



Julie Bertram

Cayuga-Seneca Canal

The Cayuga-Seneca Canal connects the Erie Canal at Montezuma to 92 miles of canalized rivers and lakes, including the Seneca River and Cayuga and Seneca Lakes. Unique aspects of the region include Seneca Falls, celebrated as the birthplace of the women's rights movement, Montezuma Wildlife Refuge, a 7,000 acre premier birdwatching preserve, and the Finger Lakes Region, renowned for its natural beauty, elegant architecture, wine country, and world-class cultural and recreational attractions.



Susan Altimonda

Oswego Canal

The Oswego Canal connects the Erie Canal at Three Rivers to Oswego Harbor at Lake Ontario. Though the Oswego is the canal system's shortest segment, it has long provided a critical connection to Lake Ontario and the St. Lawrence Seaway. The region's quiet waters and more remote terrain are well suited for boating, fishing, birdwatching, canoeing, and kayaking. Visitors from around the world are drawn to Oswego's active port, renowned for its festivals and exceptional sport fishing.



Jim McKeight

Champlain Canal

The Champlain Canal begins at its junction with the Erie Canal in Waterford and runs north to Whitehall, where it connects with Lake Champlain. From the French and Indian War to the Battle of Saratoga to its canal heyday, the Champlain Region is treasured by history enthusiasts. The rich river valley, rolling hills, farms, and small towns, set amidst the back drop of the distant Green Mountains make the Champlain Region one of the most scenic areas to explore within the Erie Canalway National Heritage Corridor.

90. **Addition for Volume XV:** D&H Engine No. 143; original photograph donated to the Carbondale D&H Transportation Museum on August 16, 2018, at Saratoga Springs, NY, by Larry Rine, West Lebanon, NH. The location where this photograph was taken has not yet been learned.



D&H No. 143

91. Addition for Volume IV: In August 2018, Larry Rine (West Lebanon, NH) notified S. R. Powell that ten stereocards from the Gravity Railroad era were being offered for sale on E-Bay by Carl P. Dahlen II, Marlborough, MA. Those ten stereocards, all of which are shown below, were purchased by the Carbondale D&H Transportation Museum for \$110 at that time. The reverse of all of these cards is blank and there is no indication on the cards as to the photographer who took them. These photographs were not, it is our contention, taken by Ludolph Hensel. Possibly they were taken by the Carbondale photographer W. B. Foster? Four of these stereocards are mounted on yellow stereocard stock; six of them are mounted on reddish orange stereocard stock. Here are those ten stereocards:



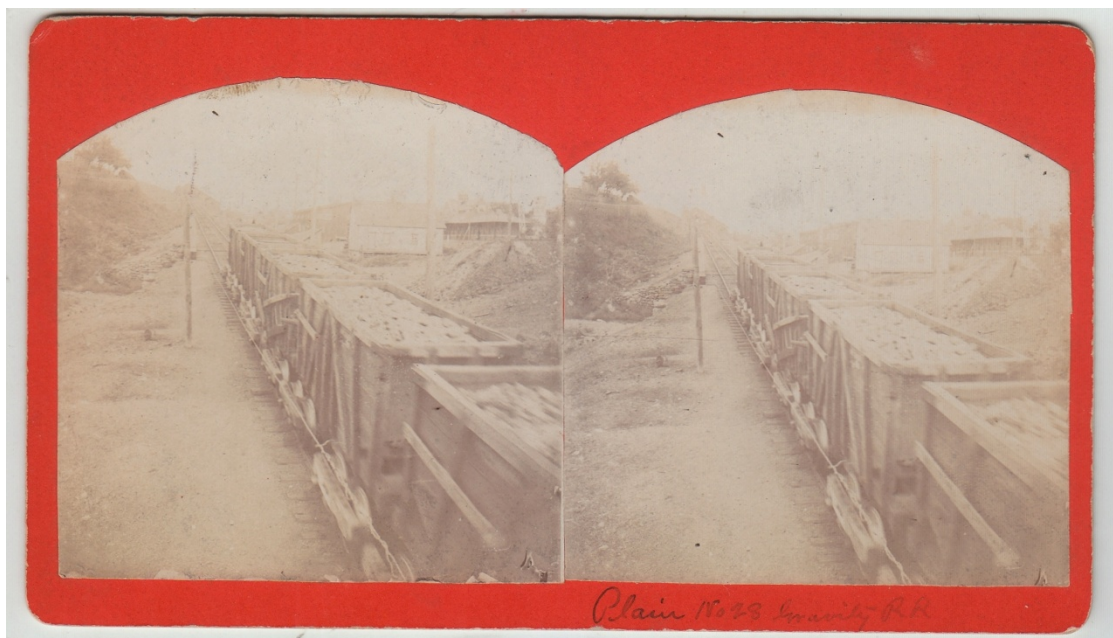
“Gravity R. R. Entering Shepherds Crook”



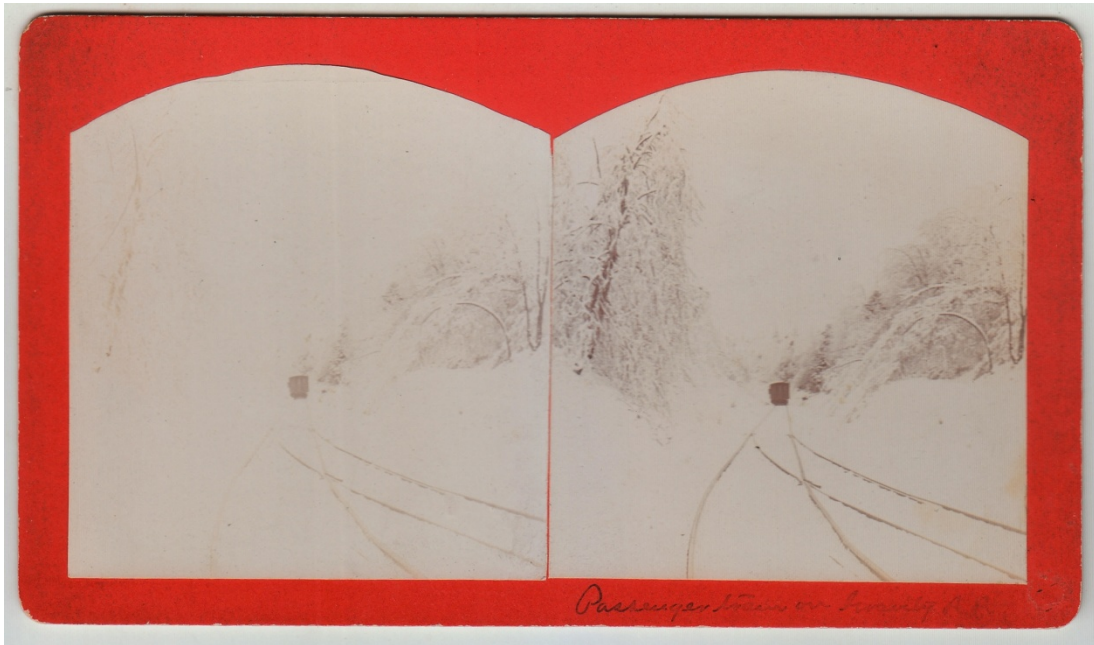
“Streight [sic] Line Gravity RR”

We have never before seen this view of Plane No. 28 in Carbondale.

The cut of loaded coal cars shown here may well be on the track from the D&H yard area to the head of Plane No. 28, for movement to market.



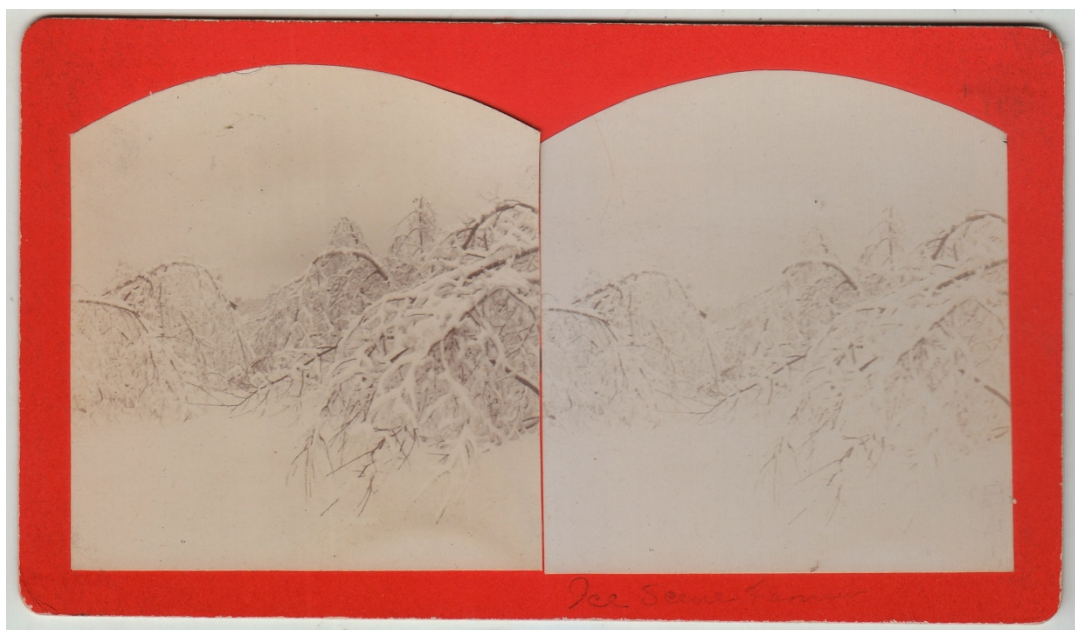
“Plain [sic] No 28 Gravity RR”



"Passenger train on Gravity RR"



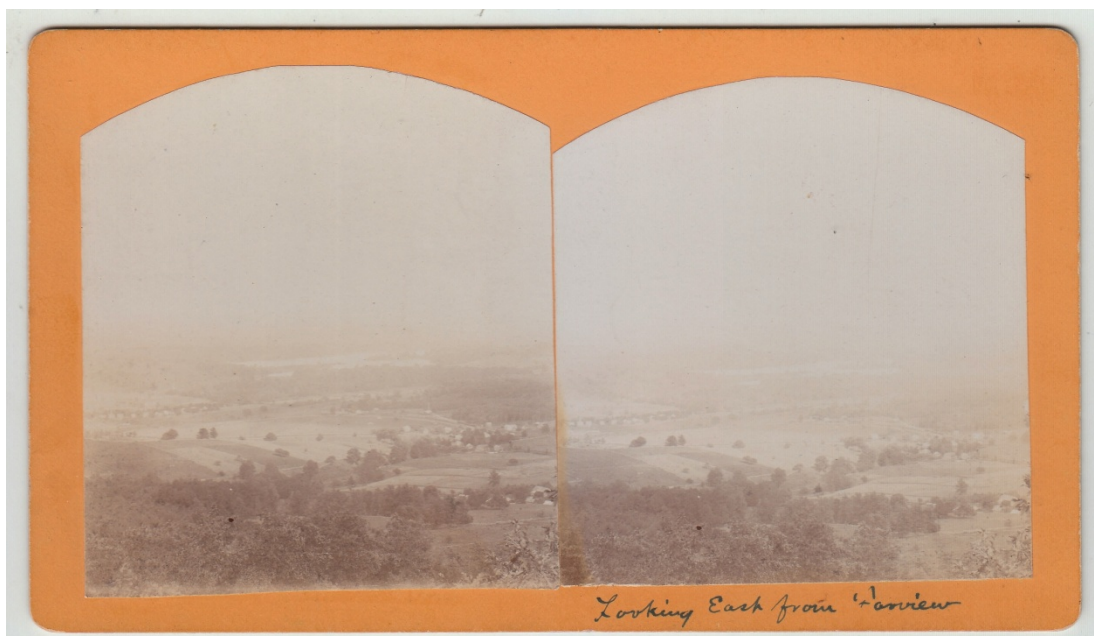
"Ice Storm Farview"



"Ice Storm Farview"



"Gravity RR. Culm pile in Distance"



“Looking East from Farview”



“Ice Scene Farview”

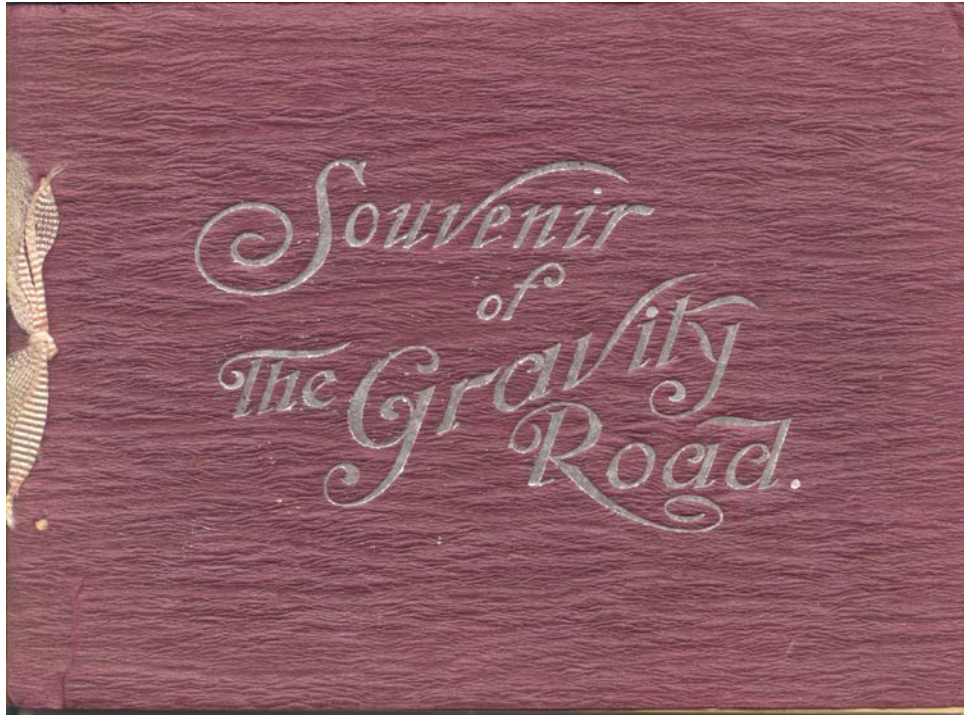


"Ice Scene Farview"

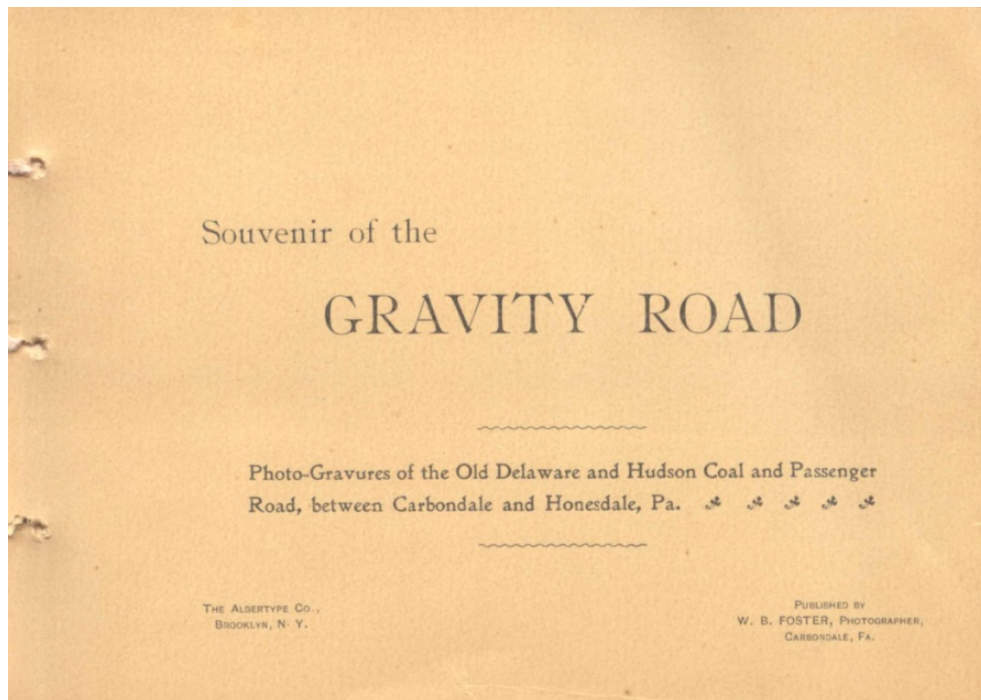
Notes and the ten stereocards shown above:

--See the four ice storm photographs that were taken at Farview in Volume IX, pp. 168-170 in this series. All of these ice storm photographs (the four in Volume IX and the five shown here) may well have been taken of the same ice storm.

--The photographer who produced the ten stereocards shown above may well have been W. B. Foster of Carbondale, who produced a "Souvenir of the Gravity Railroad". In that booklet, three of the photographs shown below have the same subject as three of the stereocards shown above.:



Here is the title page of that souvenir booklet:



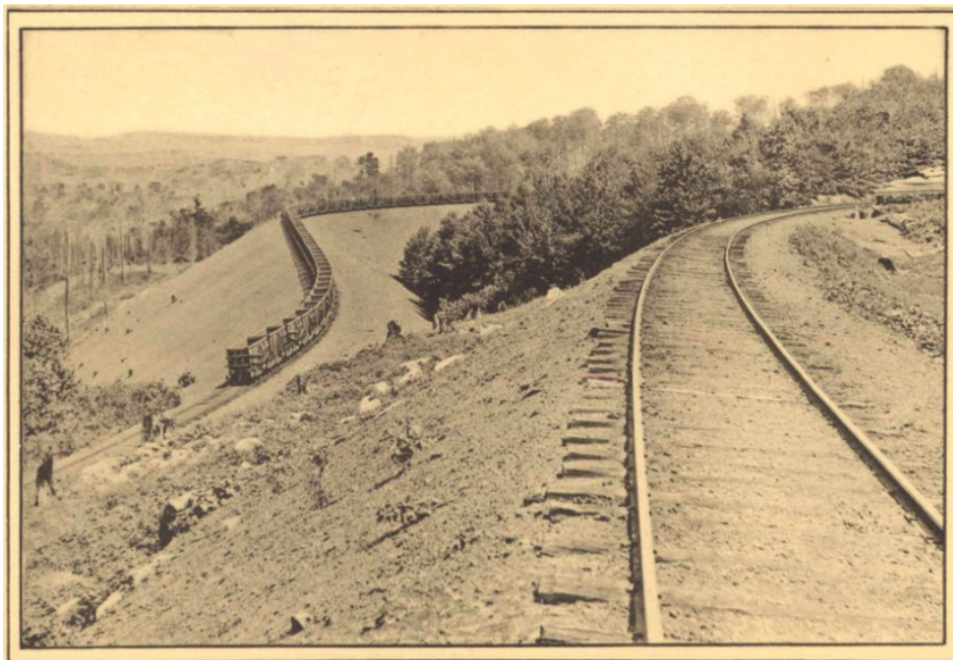
Three of the photographs shown in that booklet are given below:

See also the
photo at the
top of page
325.



LOOKING EAST FROM FARVIEW PICNIC GROUNDS.

See also the
photo at the
bottom of
page 324.



SHEPARD'S CROOK.

See also the
photo at the
top of page
322.



THE STRAIGHT LINE.

“The Straight Line”

A black and white print of the photograph shown above on page 321 is given below. This black and white print has been in the collection of the Carbondale D&H Transportation Museum for many years. This print must be a copy that was produced of the left panel of the photograph on page 321. Here is that black and white photograph of Level No. 20 and the entrance to the rock cut at Shepherd's Crook:



“Level 20 at the Entrance to the Rock Cut at Shepherd’s Crook”

92. Addition for Volume XII: The iron industry in upstate New York and the D&H:

Two primary sources, from Richard Chait (Saratoga Springs, NY), on iron ore mining in the Adirondack Mountains:

1. *Lyon Mountain. The Tragedy of a Mining Town* by Lawrence P. Gooley, 2004. This iron was asid to be the best iron on earth: it was nearly phosphorous free and soehow contained its own flux.


2. *Through the Light Hole (A Saga of Adirondack Mines and Men)* by Patrick F. Farrell, 1996. Iron ore was mined in the Adirondack Mountains from the 1870s up to 1971.

See also *Century of Progress*, pp. 104,105, 246, 249, 263.

93. Addition for Volume XXIII: Gymanfa Ganu in Carbondale, September 16, 2018:



Program for the Gymanfa Ganu on September 16, 2018:



FIRST UNITED METHODIST CHURCH OF CARBONDALE
September 16, 2018

FESTIVAL OF SONG

Organ Recital Mark Myers
Welcome to Choir Ted Frutkney
VOICES OF THE VALLEY.....Director - Gina Lupini Passolini
***Please stand during the National Anthems

CALL TO WORSHIP/PRAISE - Opening Prayer.....Rev. Donald Perry
The Lord's Prayer- English and Welsh

HYMNS.....#13 Diadem.....All Hail the Power of Jesus Name
#5 Joanna.....How Firm a Foundation
#65 'Twas the Canoe.....I Sing as a Bird

GREETINGS.....Jerry Williams, Program Chairman

HYMNS.....#84 Unfair.....Let the Whole Creation Cry
#66 Calan Llan.....A Clean Heart
#62 Mae D'arlau Di Bob Aert.....I Need Thee Every Hour

HISTORICAL NOTES.....Mark Myers
Offering envelopes enclosed in program may be used for devotion
for the organ

DOKOLOGOT

HYMNS.....#98 To God be the Glory
#379 Amazing Grace
#77 How Great Thou Art

ANNOUNCEMENTS

HYMNS.....#105 Mawlgan.....Let Us Praise the Lord Triumphant
#40 Cam Rhonda.....Guide Me On Thru Great Jehovah

CLOSING PRAYER - BENEDICTION.....Rev. Donald Perry
CLOSING HYMN AND BLESSING #117 God Be With You

PLEASE leave the Welsh Hymnals in the pews when you leave. We are grateful to United Baptist Church of Scranton for their generous loan of the hymnals and we wish to honor that generosity by returning ALL of them!

The Program Committee wishes to thank Rev. Donald Perry for his participation in our Festival of Song and the members of First United Methodist Church for hosting and providing refreshments. We also give a rousing BRAVO! to Gina Lupini Passolini and the Voices of the Valley for contributing their wonderful talent to our Festival.

MARK MYERS (Organist), a native son of Carbondale, graduated from Carbondale High, worked in the medical field for 31 years and is now retired. Mark was raised in this church where he has been an active member for over 40 years, singing in the children's choir, the youth choir, adult choir and playing as a member of the Bell Choir. He served as Sunday School teacher and member of the Administrative Board of this church, as well as youth group leader. Currently Choir Director, Mark is presently the church historian and his family has been part of this church for 5 generations.

Prior to his return to his home church as Organist, Mark served as organist at First Methodist of Jermyn, Pa. and Berean Baptist of Carbondale where he played for several Gymanfa Gans.

Since 1987, Mark has been married to the former Judy Ann Stephens of Jermyn, Pa. They have one daughter, Jennifer Ann and three grandchildren - Jeremiah Joseph, Gabriel Thomas and Lily Rose.

Beverly Baggett (Conductor) is a member of NWAJ, WNGGA, and the St. David's Society of Lackawanna County. She was director of the United Baptist of Scranton's Youth Choir, and the Welsh Trio TRIBAN, singing in English and Welsh. She has directed a number of Gymanfa Gans in Scranton, Wilkes-Barre and Carbondale. Beverly was honored to sing Welsh with her daughters in Wales at a memorial service for Welsh hymn writer Daniel Protheroe along with the Ysodolwgus Welsh Male Choir in Ysodolwgus. She recently retired from GCAC as an LPN.

Voices of the Valley is a 29 member select choir of students who sing in Valley View High School's Concert Choir. When Gina Lupini Passolini, Choral Director for Valley View, was asked if she and her students would perform with a visiting Welsh Male Choir, she had no idea that her (cont'd)

acceptance would result in an international odyssey of friendship and song. In October of 2018, Cor Dathlu Cwmteirw (The Sessaua Valley Celebration Choir), came to the Lackawanna Valley, a place of historical significance to Wales and America, to sing and honor those who had come before the 1880's. Valley View's talented youngsters had earned a reputation of excellence and professionalism. Gina was known to the choir for Valley View's Wheelchair choir performance for the Saint Francis Assisi Kitchen. This was an unforgettable event featuring the Catholic Choral Society, The Burlington Welsh Male Choir and Wheelchair.

In 2018, The Cor Dathlu Cwmteirw and Her Majesty's Representative to the County of Pennsylvania, Wales, officially requested the Voices of the Valley come to Wales to represent our valley in combined events with the Cor Dathlu Cwmteirw and their regional high school, Ysgol Bro Dyffwrdd in June 2017. Voices of the Valley was honored and most proud to tour parts of the United Kingdom and Wales for 14 days as they performed with several esteemed choirs of Wales and numerous Welsh schools.

Most recently, Voices of the Valley was the opening act for Senni-Toned, the award-winning a cappella choir from the University of Exeter in London. Voices of the Valley has an extensive performance schedule for the 2018-19 school year as they prepare for their 12 day tour of Italy in June 2019.

UPCOMING EVENTS of the Voices of the Valley

Oct. 30, 2018 - 7:00 - Valley View High School - Cor Dathlu Cwmteirw
Nov. 4, 2018 - 7:00 - Valley View High School - Choir Concert
Nov. 8, 2018 - 2:00 - Gino Merli Veterans Center - concert for residents
Nov. 30, 2018 - 7:00 - The Theater at North - Goodwill 75th Aniv. Gala
Dec. 6, 2018 - 7:00 - Valley View High School - Choir Concert

Voices of the Valley has an extensive performance schedule which you can check out at the following:
Facebook@voicesofthevalley
Instagram - vvc_voicesofthevalley
YouTube - VVHS Voicesofthe Valley

There will be refreshments after the program in the large room to the left of the sanctuary. There will also be Organ memorabilia and history. Welsh Hymnals from the 1800's, and Welsh memorabilia to view.

Gymanfa to be Held at First United Methodist of Carbondale

By Beverly Rugletic

If you've missed singing favorite hymns in a full church with many voices raising the roof, you must get yourself and your friends to the Festival of Sacred Hymns (otherwise known as a Gymanfa Ganu). Not only is the Festival taking place in an 1892 stone church known for its wonderful acoustics, but the M.P. Moller Pipe organ and its organist will bless us with its rich tonal quality. The pipe organ, built in 1934, has remained original, with upkeep over the years. It has three manual keyboards, and 70 stops with over 1,300 pipes in its pipe chamber. Today, this organ is priceless.

Mark Myers is the present organist, his family has been members of Carbondale for over 5 generations. Raised in First United Methodist Church, Mark has served as organist for three churches; First United Methodist in Jermyrn, Berean Baptist of Carbondale, and since 2010, serving his home church of First United Methodist of Carbondale. While at Berean Baptist Church, Mark played the organ for several Gymanfa Ganu. The Gymanfa Ganu in September will be his first at Carbondale Methodist as it is lovingly called. Mark, his wife Judy; daughter Jennifer; and three grandchildren, Jeremiah, Gabriel and Lily continue to reside in Carbondale.

The Gymanfa Ganu has been celebrated in the Scranton/Wilkes-Barre/Carbondale area since the mid-1800s. It is known from Welsh historians that singing in parts originated with the Welsh people. Welsh



First United Methodist Church of Carbondale

immigrants to the USA brought their love of hymn-singing with them. And you will hear singing in parts at the Gymanfa. Several churches in Scranton maintained annual Gymanfa Ganu until 2006, the First Welsh Baptist Church of Scranton being one of the foremost. (Now called The United Baptist Church). Berean Baptist in Carbondale also had several annual Gymanfa, but the Gymanfa has since been idle. **No more!**

It's time to begin anew to praise in song and raise the rafters with the sacred hymns of Wales. But not only Wales. We will also be singing some favorite hymns that are not Welsh, so please bring your friends who enjoy singing and who "feel blessed in the listening" says Jerry Williams, the Chairman of this special event. And, to quote Jerry, "we hope

to make it an annual event!"

We will also be enjoying the VOICES of THE VALLEY CHOIR from Valley View High School, which has toured Wales in concert. The choir is directed by Gina Pascolini and will feature Welsh language singing!

COME FILL the CHURCH and SING!!!

WHERE; First United Methodist Church of Carbondale, 20 N. Church St. 570-282-5740

WHEN; September 16, 2018, at 3:30 PM

There will be a free-will offering during the Gymanfa which will benefit the upkeep of the organ.

Check us out at
<http://www.facebook.com/Singers-of-Hymns->

GYMANFA GANU

We are pleased to announce two upcoming Welsh programs which will be held at the First United Methodist Church of Carbondale:

SUNDAY SEPTEMBER 16:

"Singers of Hymns"

On Sunday, September 16, there will be a program entitled "Singers of Hymns" at the First United Methodist Church. Starting at 3:10 pm, there will be an organ prelude of Welsh Sacred & Traditional Music, followed by the Hymn Sing at 3:30 pm. This program will be a *Gymanfa Ganu (Welsh Festival of Sacred Hymns)* in the Welsh tradition. Special guests will be the "Voices of the Valley" Chorus from Valley View High School. The public is invited. This *Gymanfa Ganu* will benefit the restoration of the church's historic 1934 M.P. Moller Pipe Organ. The director for the program is Mrs. Beverly Rugletic, with Mark Myers as organist. They previously worked together when Berean Baptist Church held their 160th anniversary *Gymanfa Ganu* in 2008. "SINGERS OF HYMNS" not only celebrates the heritage of the Welsh People who contributed so much to church music & the building of our communities, but also celebrates the heritage of church music & hymn singing. Come, help fill the Methodist Church on Sunday, September 16th & enjoy the fellowship as well as feel the Spirit! The address for the Methodist Church is 20 North Church Street, Carbondale. The church phone is 570-282-5740

"Deuwch, Canwn I'r Arglwydd"
(Come, Sing to the Lord)



Welsh Men's Choir

On Sunday, October 28, 2018, a men's choir from Wales will be performing at the First United Methodist Church of Carbondale. Starting time will either be 6:30 pm or 7:00 pm. Tickets will be \$15.00. No other information is available at this time, but will be available during the "Singers of Hymns" *Gymanfa Ganu* program on Sunday, September 16th. Please check the media i.e. Newspapers & Television advertisements for updates and more information.

170 YEARS AGO.....

It has been seventeen decades since its founding on March 1, 1848, three years before Carbondale was incorporated in March of 1851. In this year of 2008, Berean Baptist Church of Carbondale celebrates its 170th anniversary as a congregation in this community.

In the early nineteenth century, coal was discovered in the Lackawanna Valley & many Welsh immigrants came to this area in the 1830's and 1840's. Some were farmers, but most found employment in the local mines and railroads. These early pioneers contributed much to the building of Carbondale and many of these people are now interred in the old section of Carbondale's Maplewood Cemetery.

The Berean Baptist church holds the distinction of being the last of what was once three Welsh Churches in our community & is rich in its Welsh heritage. On March 1, 1848, the Berean Baptist Church came into being with seven constituent members: Rev. Daniel Bowen of Wales, who was the first pastor, John Lewis, George Haskins, Neary Bowen, Sarah Glover, Mary Cramer & Louisa Berry. Since its beginning, Berean Baptist has been a member of the Abington Baptist Association. *A lot has changed since those early years.* - Mark Myers

94. Addition for Volume XVII: Avondale Mine Disaster, September 6, 1869:

ninnau

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20047 9/1/2018 P-1 P28
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Vol. 43, No. 5 September-October 2018

Page 28 NINNAU - The North American Welsh Newspaper® September-October 2018

The 1869 Avondale Mine Disaster: *A Trans-Atlantic Welsh Tragedy, Part 1*

By Jonson Miller

The deadliest mining disaster of the anthracite coal fields of eastern Pennsylvania occurred on September 6, 1869, in Plymouth Township, near Wilkes-Barre in the Wyoming Valley. On that day, 108 mine workers, including five boys, died in a mine of the Avondale Colliery. The wood lining of the shaft, the only way in or out of the mine, caught fire that morning. The fire spread upwards to the wooden "breaker" that contained the various machines and tools for cleaning and sorting coal as it left the mine. The burning breaker blocked the mine workers' exit and the rescuers' entrance. After three days of fighting the fire, navigating dangerous mine gases, and making the shaft passable, crews finally retrieved the bodies of all 108 mine workers and two would-be rescuers. Two-thirds of the 108 mine workers were Welsh. These 110 workers left behind fifty-nine widows and 109 fatherless children in America, with an additional unknown number of widows and children in Wales.

Readers of *Ninnau* may be familiar with this tragedy through articles about the memorial at the old mine entrance in Plymouth and the restoration of the Scranton cemetery where most of the Welsh victims were buried. These memorials to the dead mark the tragedy as a local one. It was indeed traumatic, especially for the Welsh people of the Wyoming Valley, which

was then the population center of Welsh America. In fact, there were then more people speaking Welsh in the valley, perhaps thirty thousand of them, than anywhere outside of Wales or London.

The legislative consequences of the tragedy mark this local event as of state and even of national consequence. After the disaster, Pennsylvanians demanded and gained new mining regulations that dramatically reduced the dangers of mining by, for example, requiring inspections, banning the placement of breakers over mine entrances, and by requiring second exits and better ventilation. Most immediately was the Mine Safety Law of 1870, which covered only anthracite workers. The state passed similar laws for bituminous mines in 1877. Other states adopted similar laws, with Avondale being the constant watchword of legislators, mine workers, preachers, and reformers. Over the eight years during which these laws spread, the fatality rate for mine workers dropped by half, from more than 1300 deaths each year to about 650.

While the Avondale disaster was certainly an important and traumatic local event, with state and national consequences, it was also an international event. International reporting prompted even working people from other countries to donate to the victims' families, who now faced destitution. Queen Victoria also sent a donation.

But, internationally, the tragedy was felt most acutely by

the people of Wales. Indeed, the Welsh response to the events shows the extent to which there was a single trans-Atlantic Welsh community bound together by frequent travel in both directions, letters, and the Welsh press, especially the Welsh-language presses of the United States and Wales.

Both the English- and Welsh-language presses of Wales reported on the tragedy. One might not expect the English-language papers to express great sympathy or demand labor protections. The English language was, after all, identified with conservatism because of its association with the established Anglican Church and the monarchy. Moreover, Welsh conservatives saw the Welsh language as backwards, both morally and economically. Not all the papers were conservative. But, regardless of their politics, the press uniformly expressed outrage at the deaths in Avondale, especially once they recognized that the majority of the victims were Welsh. Both the liberal *Cardiff Times* and the conservative *Western Mail* called on America to adopt mine safety standards like those already adopted in Britain, especially mandatory safety inspections and requiring at least two exits in every mine. The conservative *Pembrokeshire Herald* described the terrible state of safety regulation and concluded that the fire and the deaths had been "inevitable." The papers did not accept that the fire was merely an accident. While they said little of credible claims of



This marker identifies the Avondale victims buried in the Washburn Street Cemetery in the old Welsh Hyde Park neighborhood of Scranton.

arson, they blamed the company for creating the situation. For the papers, the disaster wasn't just some far-off tragedy that happened to someone else; it was, as the conservative *Western Mail* said, the loss of "our countrymen." The English-language press reported on the disaster for six weeks, angrily denouncing the conditions that led to the unnecessary deaths of members of their common Welsh community.

The Welsh-language press was more uniformly liberal, defined as such partly because Welsh-speaking people tended to be religious Nonconformists who supported the disestablishment of the Anglican Church. The English-language papers relied upon English-language papers from America and news services, which often led to the papers providing identical reporting, just as one might see

the same Associated Press articles in numerous American newspapers today.

But while the Welsh-language papers drew somewhat on the Welsh-language press of America, they also drew on letters from Welsh-American witnesses and participants in the disaster. Consequently, this press provided a more intimate view of the tragedy. Nonetheless, the conclusions of the papers were the same as those of the English-language press.

Y Gwladgarwr (The Patriot), for example, published a letter from an American bard Ioan ap Ieuan Llwyd, who wrote that, regardless of the cause of the fire, "y mae mwyafrwyd i'w berchenogion, ac hefyd i'r llywodraeth" (the great shame is to the owners, and also to the

government).

While the presses of both languages agreed on where to place the blame and what was to be done, Pennsylvania was a more abstract place to English-speaking news readers. For Welsh-speakers, especially those in South Wales, Pennsylvania and some of its towns were household names. It was a place where their family and former neighbors lived and worked. Surely this is why *Y Dydd* (The Day) made sure to state how many miles Plymouth was from Scranton and New York City, two cities known well to Welsh people. Readers wanted to know if their friends and family could have been among the victims. And this is why the Welsh press, rather than the English press, made sure to publish a complete list of the Welsh victims and any facts known about their place of origins in Wales and their Welsh family members. The tragedy was not a distant one; it happened to their own community, regardless of which side of the Atlantic Avondale was on.

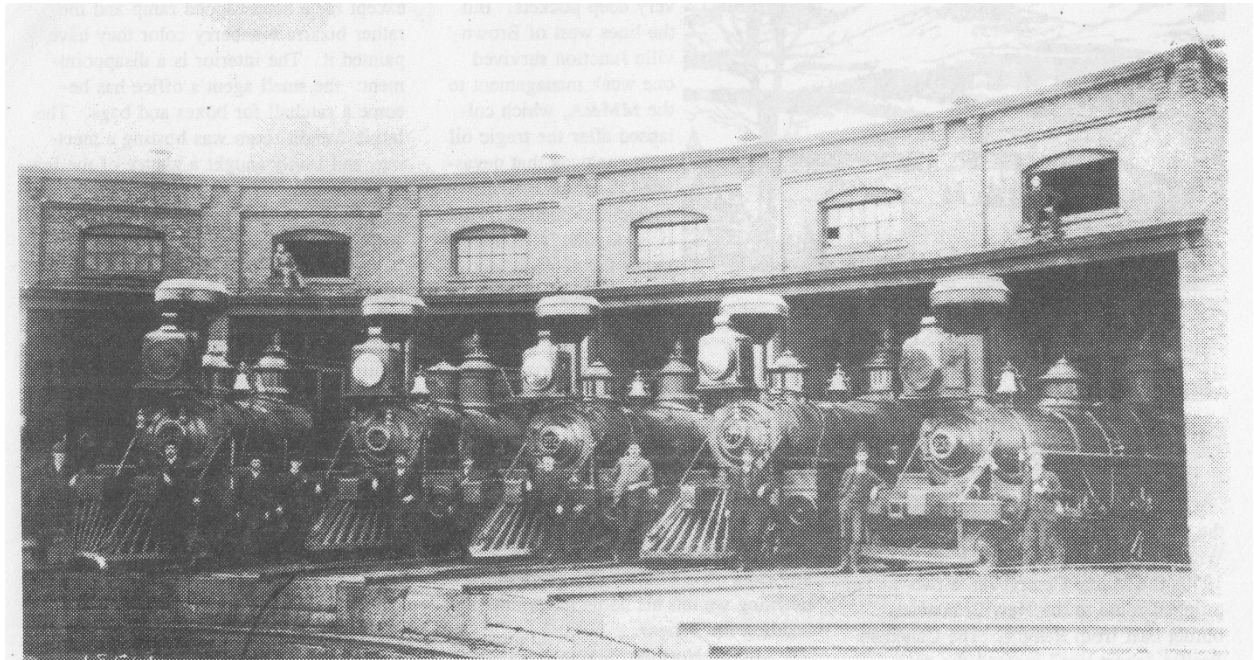
Perhaps the most striking feature of the Welsh reporting on the tragedy was the expression of uniform outrage that crossed class, language, political, and regional boundaries. Conservative Anglican, English-language papers of South Wales were just as outraged as liberal, Nonconformist, Welsh-language papers of North Wales. And this outrage was not for the victimization of some far-off people, but for what they saw as the avoidable and tragic deaths of their own countrymen in a Welsh community that existed on both sides of the Atlantic.

95. **Addition for Volume XVIII:** The Blue Coal Breaker at the north end of the Carbondale D&H Yard: The photograph given below by Mike Bischak was published on page 29 of the September 2018 issue of the *Bridge Line Historical Society Bulletin*, with the caption shown here:



D&H 7401, still in patched Reading green and yellow paint, leads a freight past the Blue Coal breaker, at the time under construction in Carbondale, PA. Photo by Mike Bischak.

96. **Addition for Volume XV:** Unidentified roundhouse, p. 9 of the September 2018 issue of the *Bridge Line Historical Society Bulletin*.



Here is the caption on the photograph:

Page 9:

Top: This photo was marked with only, "D&H 4-4-0s". Engines 172-260-272-177-230 (some might be 2-6-0s) are at an unknown roundhouse. It is clearly during the link-and-pin era (pre 1900), as there are many bowler hats. Most D&H 4-4-0s in the 1880-1890 era seemed to be used on the north end of the D&H (A&S, R&S, R&W, A&N, S&W); however, D&H 2-6-0s also used the same numbers as 4-4-0s, although obviously at different times. Other than those confusions, we have no information, other than photo number 18561.

The five D&H engines shown are: Nos. 172, 260, 272, 177, and 230.

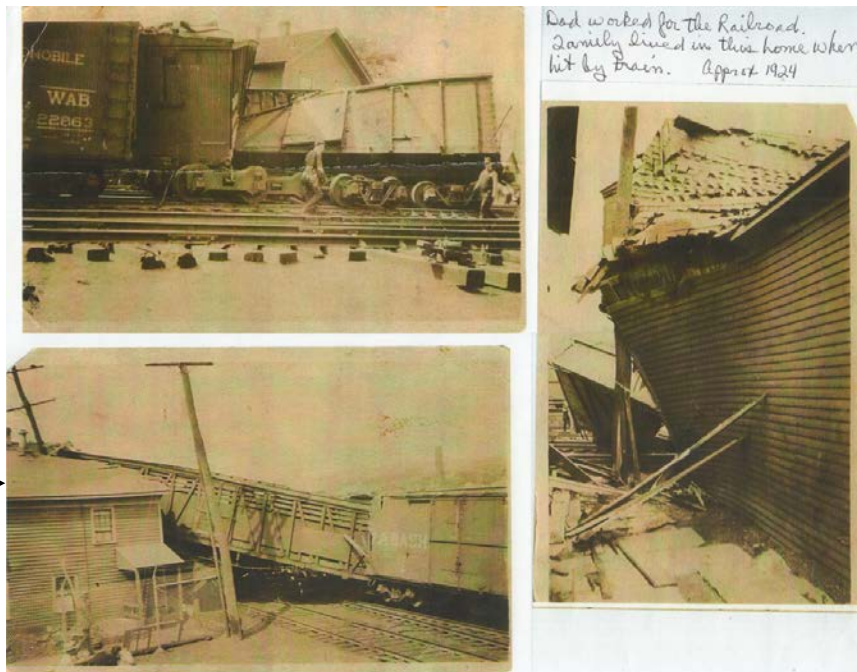
Possibly Green Ridge? Possibly Wilkes-Barre?

97. **Addition for Volume XVI:** Cattle Car in Wreck in D&H Carbondale Yard, 1924: On August 25, 2018, Chris (Molinaro) Didona and her husband (216-577-2510) from Cleveland, OH, who were in Carbondale to attend a Molinaro family reunion on August 26, visited the Carbondale Historical Society. Chris, who was born in Carbondale, is the daughter of Anthony and Rose (Cimino) Molinaro. Shown below are photographs of Anthony and Rose Molinaro and the house they lived in on Dundaff Street in Carbondale in 1924.



Anthony and Rose (Cimino) Molinaro

One of Chris' sisters assembled these Molinaro photos and wrote this note: "Dad worked for the Railroad. Family lived in this house when hit by train. Approx 1924"



This photograph of the Molinaro house on Dundaff Street in 1924 and a cattle car in a train wreck in Carbondale, remarkably, is given in SRP's Volume XVI (Rolling Stock: Freight and Passenger), p. 249.

98. **Addition for Volume XII:** Saratoga Springs and the D&H:

Posted by SRP on Facebook on August 25, 2018:



When the all-brick Congress Hall at Saratoga Springs was rebuilt in 1867, the Delaware and Hudson Canal Company invested in the building, which boasted eleven stores fronting Broadway. The hotel contained 600 rooms, a promenade piazza 20 feet wide and 250 feet long (shown in the stereocard given here), with an observatory on top, which allowed visitors to scan the scene. After personal inspection, the hotel connoisseur of the New York Times pronounced Congress Hall the "best built and most thoroughly equipped summer house in America." (Volume XII: D&H Steam Lines beyond the Lackawanna Valley)

In *Century of Progress*, p. 231, we read: "On November 14, 1872, authority was given to subscribe to \$25,000 of the bonds of the new United States Hotel at Saratoga Springs, an investment made for the purpose of attracting Summer travel to the Rensselaer and Saratoga lines."

99. **Addition for Volume XVI:** Various D&H membership cards and passes cards that belonged to Henry P. Smith, D&H Engineer:

FORM 1225

THE DELAWARE AND HUDSON COMPANY

PENNSYLVANIA DIVISION

This certifies that I have this day carefully tested the Acuteness of
Vision, Color Sense and hearing of
Smith, H. P. employed as ENGINEERMAN
and find that he is not disqualified by defective vision, color-blindness or
defective hearing from employment where he is required to distinguish form,
color or audible signals.

Ch. Don. J. Lee Examiner

MAY 1 1 1925 1927

Due for re-examination unless
promoted, or upon special request.

FORM 1225

THE DELAWARE AND HUDSON COMPANY

PENNSYLVANIA DIVISION

This certifies that I have this day carefully tested the Acuteness of
Vision, Color Sense and Hearing of
Smith, Henry P. employed as ENGINEERMAN
and find that he is not disqualified by defective vision, color-blindness or
defective hearing from employment where he is required to distinguish form,
color or audible signals.

Ch. Don. J. Lee Examiner

MAY 20 1927 1929

Due for re-examination unless
promoted, or upon special request.



Certificate No. 27399

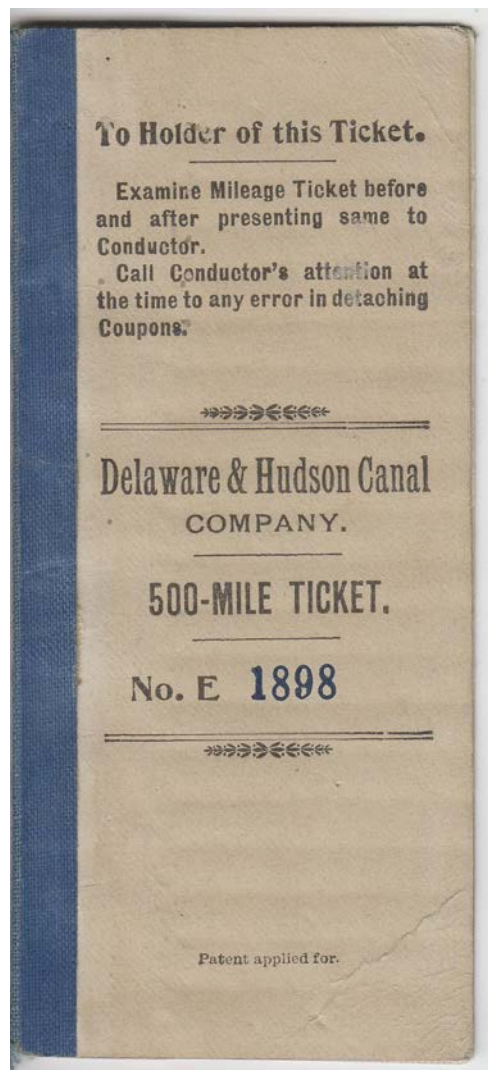
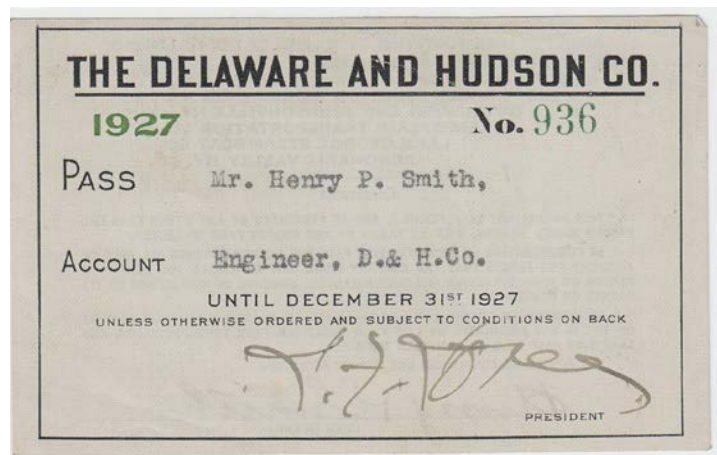
C. T. J. 90-B

**THE DELAWARE AND HUDSON COMPANY
EMPLOYEES' WATCH CARD CERTIFICATE**This is to Certify that the watch of Oct 11 1927
H. P. SmithEmployed as Engineer on the Penn DivisionMake Wab. Grade Yanuy Number 12011489
has been inspected by me, and it is up to the standard in both grade and condition
required by The Delaware and Hudson Company Time Service rules, and in my
judgment will with proper care run within a variation of 30 seconds per week.When new, or last cleaned clean Date June 7 1927Who sold, or cleaned by E. H. ElyE. H. Ely Watch Inspector
Address**EMPLOYEES MUST PRESERVE THIS CARD, and turn it in to Watch
Inspector at next Semi-Annual inspection period and obtain a new card.****NUMBER OF COMPARISONS
ON LAST CARD**12**MARK TIME IN SECONDS**

	DATE 1927	SECONDS		S-SET R-REG.	INSPECTOR SIGN IN INK
		FAST	SLOW		
1	Oct. 11			OK	Ely
2	11 26			OK	Ely
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					

INSTRUCTIONS—Each employee whose watch is
subject to inspection must present it to some official
Inspector during the first and third, or the second and
fourth week of each month, and have a record of its
performance made on this card. Employee must have
his watch card at hand at all times to present when
called for by any official.

H. F. BURCH, Asst. Gen'l Manager



GOOD FOR TRANSPORTATION OVER LINES OF THE FOLLOWING:
THE DELAWARE AND HUDSON CO.
QUEBEC, MONTREAL AND SOUTHERN RY. CO.
NAPIERVILLE JUNCTION RAILWAY CO.
GREENWICH AND JOHNSONVILLE RY. CO.
CHAMPLAIN TRANSPORTATION CO.
LAKE GEORGE STEAMBOAT CO.
SCHOHARIE VALLEY RY. CO.

CONDITIONS

THIS PASS IS NOT TRANSFERABLE, AND IF PRESENTED BY ANY OTHER THAN THE PERSON NAMED HEREON, WILL BE TAKEN UP AND PROPER FARE COLLECTED.

IN CONSIDERATION OF RECEIVING THIS PASS THE HOLDER ASSUMES ALL RISK OF ACCIDENT AND AGREES THAT THE COMPANY SHALL NOT BE LIABLE FOR INJURY TO PERSON OR PROPERTY UNDER ANY CIRCUMSTANCES, WHETHER OF NEGLIGENCE OF ITS AGENTS OR OTHERWISE.

AS A CONDITION TO THE ISSUE OF THIS PASS THE HOLDER REPRESENTS THAT HE OR SHE IS NOT PROHIBITED BY LAW FROM RECEIVING FREE TRANSPORTATION, AND THAT THIS PASS WILL BE LAWFULLY USED.

THE FOREGOING CONDITIONS ARE HEREBY ACCEPTED.

Henry P. Smith
(SIGN IN INK)

Aug 8 1898

DELAWARE & HUDSON CANAL COMPANY

500-MILE TICKET NO. E 1898

Not good with second and contract attached will be accepted for the passage of

Harmon L. Carpenter
Barbara S. Carpenter

(Address)
M
or any member of his or her family or firm or any salesman of his or her firm between all stations on the Delaware & Hudson Canal Company's Railroad, subject to the conditions of the contract attached to this ticket, and the Albany, Baiton, and Schoharie Railroad, and the Schoharie Valley Railroad.

Not good unless officially stamped here.

James P. Smith
James P. Smith

Countersigned by

Weed-Parsons Printing Co., Albany, N. Y.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

1 E1898 500

100. Addition for Volume IV: "... the affairs of the D&H Company....," *Carbondale Leader*, September 23, 1876, p. 3):

THE DELAWARE AND HUDSON CANAL COMPANY.	
The following is an official statement of the affairs of the Company which was for a time circulated privately, and which we take from the financial columns of the <i>New York World</i> of Tuesday:	
DELAWARE AND HUDSON CANAL COMPANY. } NEW YORK, September 12, 1876, }	
As unwarranted attacks upon the property and securities of this company may lead holders to take counsel of their fears and sacrifice their property, the managers feel justified in departing from the usual course, and submitting a brief statement of the condition of the company.	
The general balance sheet of the company, submitted to the stockholders in May last, gives the assets and liabilities, and can be verified in detail by stockholders who desire to examine the accounts.	
In the year 1873, the net income applicable to dividends on the capital stock, after deducting all charges to the business including interest upon the funded debt and rental upon leased lines was.....	
In 1874.....	\$2,020,605 70
In 1875.....	2,019,832 41
In 1876.....	2,629,012 33
—and there remains to the credit of profit and loss, after the payment of the August dividend.....	
	\$715,904 03
The financial position of the company is a strong one. Its cash assets are large, its floating obligations small, and the managers see nothing in the future likely to place the property in hazard.	
Much has been said and written in regard to the leased lines and the losses thereon; the following statement gives the facts:	
1873—Loss on leased lines, including interest on stock issued for improvements, and held by this company (the interest going into its coffers)....	
	\$270,245
1874—Do., do., do.....	516,293
1875—Do., do., do. (including dividend New York and Canada Railroad).....	623,662
Total.....	\$1,410,830
The net profits upon coal sold upon these lines and their connections, and which could not have been realized but for their possession, was:	
In 1873.....	569,478 22
In 1874.....	525,295 10
In 1875.....	1,080,061 00
Total.....	\$2,174,834 32
A net gain from the leased lines of....	
	764,004 32
This result fully justifies the policy of securing these lines, and the managers have every reason to believe that it will tell in increased gains in the future.	

The New York and Canada Railroad was opened for business in December, 1875; the cost of the line being \$8,000,000; \$4,000,000 of which was realized from the sale of mortgage six per cent. gold bonds and the balance was subscribed and paid for by this company, of which they hold the stock; so that the fixed annual charges which the Canal Company must provide for is \$240,000, gold; and, in this first year of its opening, it is safe to say that one-half that amount will be realized from the net earnings, without taking into account the incidental advantages to the Saratoga and the Susquehanna divisions; and we venture to predict that when the Coal and Iron Trades regain their activity and prosperity this line will produce very satisfactory results.

While there has been a falling off in the gross receipts of the leased lines for the current year, the expenses have been reduced in still greater ratio, and the improvements made in the substitution of steel for iron rails, and of iron for wooden bridges, are having their legitimate effect upon the economies; and it is safe to say that the loss upon the leases, including the New York and Canada, will not exceed those of 1875.

By the terms of the leases, stock or bonds are issued by the lessors for improvements made by this company, and it is a sufficient warrant that no improper charges are made to construction, that the property of the lessor is incumbered by the new issues, which they are not likely to permit for other than permanent additions to the property.

The Canal Company is essentially a coal company, and upon the prosperity of the coal trade its ability to remunerate its stockholders depends. It has a productive capacity of at least 4,000,000 tons per annum. It owns its coal lands and owns and controls lines for the transportation and distribution of its product, which sufficiently demonstrates the fact that a moderate profit upon its tonnage will yield a handsome return to its stockholders.

That the business of the present year promises to be unsatisfactory it would be idle to deny, yet the managers can hardly conceive a condition of things that would reduce the net earnings below the fixed annual charges. The property therefore may be regarded as perfectly secure and with an intrinsic value of certainly double the present market price.

With this statement of the condition of the company the stockholders are left to draw their own conclusions. Respectfully submitted.

(Signed) THOS. DICKSON, President.

For convenience of reference, we produce the balance-sheet of which President Dickson speaks, taking it from the *Financial Chronicle* of May 13, 1876, where it appears on page 470:

CONDENSED BALANCE-SHEET, DELAWARE AND HUDSON
CANAL COMPANY, DECEMBER 31, 1875.

Dr.

Cost of canal.....	\$6,339,210
Cost of railroad and equipment.....	6,101,946
Cost of real estate.....	8,253,260
Cost of opening mines and improve- ments.....	2,247,424
Cost of mine fixtures and equipments..	303,194
Cost of boats and barges.....	551,725
Cost of coal-yards and fixtures, tools, implements, &c.....	209,777
Cost of Lackawanna and Susquehanna Railroad.....	1,020,334
Cost of telegraph lines.....	14,734
Supplies on hand at machine-shop, &c..	1,472,801
Coal on hand.....	737,627
Miscellaneous assets.....	9,390,529
Cash assets, notes receivable, &c., de- ducting liabilities.....	1,246,023
Total.....	\$37,888,593

Cr.

Capital stock.....	\$20,000,000
Funded debt.....	15,116,000
Sinking fund.....	227,795
Profit and loss.....	2,544,797
Total.....	\$37,888,593

101. Addition for Volume II:

The D&H Gravity Railroad: Five Configurations (Part 2)

By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

Configuration No. 2, 1845: Many revisions were made to the D&H Gravity Railroad from Carbondale to Honesdale in the early 1840s. In 1844-1845, in addition, the Gravity Railroad was extended seven miles south of Carbondale to Archbald. We have chosen to speak of all of these changes at this time as a whole under the heading “1845 configuration.” These changes, which made it possible to ship more coal through the D&H rail system than through the line as it was configured in 1829, were made in order to meet market demands for anthracite coal.

James Archbald and C. P. Wurts: James Archbald was surely the primary architect of the 1845 configuration of the line, which was more than a half mile shorter than the 1829 configuration. James Archbald was assisted by Charles Pemberton Wurts, who worked with Archbald for the ten-year period, 1843-1853. In 1853, when James Archbald moved to Scranton, C. P. Wurts assumed entire charge of the D&H's affairs, serving as chief engineer, 1853-1865. C. P. Wurts would later play a key role in the establishment of the 1856-1858 configuration of the Gravity Railroad. C. P. Wurts, it will be recalled, was the nephew and adopted son of John Wurts, the third president of the D&H.

(Interesting genealogy note: James Archbald, who designed this 1845 configuration, like John B. Jervis, who designed the 1829 configuration, were both Scots, as were a great many of the key figures in the history of the D&H and of anthracite mining in the nineteenth century, including Thomas Dickson, Bryce Ronald Blair, James Clarkson, Archibald Law, Silas K. McMullen, William J. McMullen, Coe F. Young, Horace G. Young, Thomas Gillespie, and Alexander Bryden, to name just a few.)

Many New Roadbeds: The location of Plane and Level No. 1 and of Plane No. 2, in 1845, was the same as in 1829. Under the direction of James Archbald, at this time, however, new roadbeds were constructed for much of Level No. 2 and for Planes and Levels Nos. 3, 4, 5, and 6. These changes in roadbeds were made to facilitate the movement of cars up and over the mountain to Waymart. In addition, the lengths of all of these planes was more or less equalized, which made it possible to get more coal into the system. With long planes and short planes in the ascent and passage over the Moosic Mountain, delays were inevitable because it was necessary to wait for the cars to clear the longer planes before more cars could be moved forward.

Double Tracking: An extraordinarily important change in the system in 1845 was the double tracking of all of the Planes and Levels between Carbondale and Waymart, which eliminated the delays caused by the movement of the cars through the one-track system, with turnouts, as in the 1829 configuration.

Loaded Levels Sloped West-East: Another important change in the system in 1845 was the grading of the levels for the loaded cars from the head of one plane to the foot of the next plane. As such, the cars, having been pulled up Plane No. 2, for example, and unhooked from the cable, would then coast from the head of Plane No. 2 to the foot of Plane No. 3, with no need for a horse to move the cars over that level, as in the 1829 configuration. The levels for loaded cars, in other words, were now graded generally West to East and horses were no longer needed to move the cars on these loaded levels. Horses, for the time being, were still needed to move the cars (generally East to West) on the light levels, as they were in the 1829 configuration.

Given the fact that the loaded level and the light level on each of the planes were contiguous (side by side) it would have been virtually impossible, especially on the top of the Moosic Mountain, to establish successfully the two tracks on the same roadbed/alignment, that is to say, with the loaded level descending in the direction of Honesdale and the light level descending in the direction of Carbondale. The stability/soundness of each level would have been constantly weakened/eroded/compromised by the other. When the 1859 roadbed was put in place, for the first time, the D&H explored the notion of separating/distancing the levels on the planes, the one from the other. They did so on Planes 7 and 8, in the 1859 configuration.

Planes and Levels, 1845: Let's take a closer look at those seven planes in the 1845 configuration. Plane and Level No. 1: roadbed unchanged, but a 50-foot water wheel was the motive power on this plane from 1845 up to the completion of the 1859 configuration, when an entirely new Plane No 1 was constructed on a different roadbed. Plane No. 2 unchanged, Level 2 was moved to make the forward movement, by gravity, of the loaded cars easier. Plane No. 3: new roadbed for both plane and level. Plane No. 4: new roadbed for both plane and level (Most extraordinarily, a portion of Level No. 4, now crossed No. 4 Pond, on a trestle.)

Plane No. 5: new roadbed for both plane and level (from head of Plane No. 5 to head of Plane No. 6, the Summit Level, was three-fourths of a mile shorter than the Summit Level in 1829; the engine house at the head of Plane No. 5 was an entirely new house, and new stationary engines from the shops of William Burden, Brooklyn, NY, were installed therein in 1846; Orlando Foster was the first engineer to run them.). Plane No. 6: roadbed for plane and level unaltered. Plane No. 7: roadbed for plane and level unaltered. (With the shortening of the Summit Level in 1845, the Summit Level, Plane No. 6 and Plane No. 7 were now more or less equal in length, which made it possible to move more coal, more quickly, through the system than in the 1829 configuration, when delays were caused by back-ups on the Summit Level.)

10-mile Level Installed, Waymart to Honesdale: instead of the Six-mile level, Plane No. 8, and Four-mile Level, as in the 1829 configuration, James Archbald had installed the Ten-mile level, Waymart to Honesdale, on the grade of 44 feet to the mile. The loaded cars now moved by gravity from Waymart to the Canal basin in Honesdale, with no horses needed to move the cars.

Light Track, Honesdale to Waymart: For returning the empty cars, from Honesdale to No. 7, James Archbald had constructed a separate light track, consisting of five planes, Nos. 13 (at Honesdale), 14, 15, 16, and 17. James Archbald's original plan was to have the engines on all five of these planes operated by water wheels, but water rights were either too expensive (Plane No. 13) or could not be obtained (Nos. 15, 16, 17).

In 1845, four of the planes (Nos. 13, 15, 16, 17) had steam engines and one had a water wheel (No.14). In 1846, two water wheels were installed on Plane No. 17, which meant that three of the five planes now had steam (Nos. 13, 15, and 16) and 2 had water (Nos. 14 and 17). In 1847: one more plane had water power (No. 15 or No 16), which meant that now three of the five planes were powered by water and two by steam. In 1848, one more plane used water power (No. 15 or No. 16), which meant that now four of the five planes were powered by water and one (No. 13) by steam.

Between 1848 and 1868, the water wheels on Planes 14, 15, 16, and 17 were all replaced with stationary steam engines. When, in 1868, the water wheel on No. 14 was replaced with a steam engine, there were no longer any water wheels on the light track planes between Honesdale and Waymart. Plane No. 13, the foot of which was at the canal basin at Honesdale, was the steepest plane in the D&H Gravity system: it was 985 feet long and rose 194.5 feet; the level on Plane No. 13 was 14,238 feet long.

Once the empty cars were returned to the foot of Plane No. 7, they were worked back through the system to Carbondale through the seven inclined planes on the Moosic Mountain, which were now all double tracked.

Extension to Archbald: James Archbald and James Clarkson discovered coal in Archbald (formerly White Oak Run) in 1843. In 1845-1846, a system of Gravity planes and levels was built down the Lackawanna Valley to Archbald (seven miles) and back to Carbondale: one South Plane (the old Blakely Plane and Level) and two North planes (Nos. 1 and 2) with levels. Planes Nos. 1 and 2 are not to be confused with Planes 26 and 27 in Archbald, which were built in 1859 at the time that the D&H was extended southward to Olyphant. Planes No. 1 and 2 were built by Patrick Gilmartin under the direction of Gideon Frothingham (whose sister, Sarah, married James Archbald).

The foot of the Old Blakely Plane was located near the foot of D&H Plane No. 1 on the Gravity Railroad. There were two stationary steam engines on this plane that pulled the empty cars at Carbondale to the head of the Old Blakely Plane, which was located near the head of Salem Avenue: one engine at Street No 14, or North Washington Street, and the other at the head of the plane. At the head of the Old Blakely Plane the empties were moved onto the Blakely Level for their trip down to Archbald. At Archbald the empty cars were loaded with coal from the White Oak mine, and then moved up the east side of the valley at Archbald, via Planes Nos. 1 and 2, and their levels, for movement up the valley to Carbondale.

In his letter to President John Wurts, February 5, 1847, James Archbald reported: "We now have a road and machinery capable to sending to market five hundred thousand tons a year, or 400,000 tons more than was originally contemplated [in 1829]." With the 1845 configuration in place and operational, shipments of coal increased dramatically: 1847, 386,203 tons; 1848, 437,500; 1849, 454,240; 1850, 432,339; 1851, 472,478; 1852, 497,839; 1853, 494,327; 1854, 438,407. In 1855, the half-million-tons-per-year-to-market objective of the D&H at that time was reached, when 565,460 tons of anthracite coal were shipped to market via the D&H Gravity Railroad and Canal.

Such, then, described here briefly, was the 1845 configuration of the D&H Gravity Railroad. A detailed account of this configuration, with abundant maps, photographs, and supporting material is presented in Volume II in the present author's 24-volume series on the D&H.

* * * * *

102. Addition for Volume III:

The D&H Gravity Railroad: Five Configurations (Part 3)

By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

Configuration No. 3, 1859: Having served as assistant to James Archbald in the period 1843-1852, Charles Pemberton Wurts (1824-1892, nephew and adopted son of John Wurts, the third president of the D&H) assumed entire charge of the D&H affairs when James Archbald moved to Scranton in 1853. Working with C. P. Wurts, who served as Chief Engineer until 1865, was Rollin Manville, who entered the service of the D&H in January 1856 as assistant superintendent, taking entire charge of the Gravity Railroad from Waymart to Honesdale, the coal pockets, and the canal docks, and the entire plant pertaining to the trans-shipment of coal by boat. The improvements made under the direction of Superintendent Manville at Honesdale were in line with the changes contemplated in the entire gravity railroad system, and when the work of constructing the 1859 configuration was commenced in April, 1857, he was placed in charge as constructing engineer. In 1865 he was named Superintendent of the Railroad.

Roadbed, Loaded and Light Track, 1859: Eight entirely new, double-tracked planes were built from Carbondale to the top of the Moosic Mountain at Farview. The foot of Plane No. 1 was in the same location as in 1829 and 1845, but Plane No. 1 now went up the mountain on what is named Dickson Avenue at present. Planes Nos. 2 and 3 went up the ravine to the Artesian Well area and crossed the ravine to the north. Heading north and then east in a broad sweeping curve up the mountain were Planes 4, 5, and 6. Plane No. 7 was behind No. 7 Pond. Plane No. 8 was on the summit of the mountain. The level for loaded cars from the head of Plane No. 8 (2,000 feet above tidewater) to the head of Plane No. 9 (the first of the three downhill planes from Farview to Waymart) was the Summit Level, which was 4,895 feet long. There were at this time three double-tracked planes (one track for loaded cars and one track for light cars) down from Farview to Waymart, Nos. 9, 10, and 11.

The Ten-mile level remained as in 1845: single tracked, loaded cars only. Planes Nos. 13-17: single tracked, empty cars only, same as in 1845. Between 1848 and 1868, the water wheels on Planes 14, 15, 16, and 17 were all replaced with stationary steam engines.

Once back at Waymart, the empties were raised up Planes 11, 10, and 9. At the head of Plane No. 9, the empties were moved onto the light level on Plane No. 8.

In 1859, all of the planes and levels between Carbondale and Honesdale, except Planes Nos. 13-17 and the Ten-mile level, were double-tracked, with both tracks, except on Planes 7 and 8, located side by side on the same roadbed. On both Planes 7 and 8 (1859), the loaded car level and the light car ("return") level were both partially contiguous with (on the same roadbed) and partially detached from each other (on different roadbeds) on these levels. Why was this done?

In 1845, it will be recalled, the loaded and the light levels on Planes Nos. 1-6 were both on the same roadbed, with the six loaded levels graded so that the loaded cars descended from the head of one plane to the foot of the next by gravity (horses no longer needed on these loaded levels). In 1845, the empty car levels, however, were not graded to the West, which meant that horses were still needed to move the empty cars East to West.

In 1859, all of the loaded levels were, as in 1845, still graded to the East, but now (1859) the light car levels on Planes 6, 5, 4, 3, 2, and 1 were graded to the West, which meant that the empty cars now moved down those levels by gravity and that horses were no longer needed on those levels. What about the light car levels on Planes Nos. 7 and 8?

To move the empty cars, East-West on the top of the Moosic Mountain in 1859 (from the head of Plane No. 9 to the head of Plane No. 7), the loaded and light car levels on Planes 7 and 8 were, for a short distance, on the same roadbed, with the loaded level descending to the East and the light level now moderately graded so that the light cars moved to the west by gravity.

When westward movement, by gravity, on Plane No. 8, came to an end, the light level was detached from the loaded level to the extent necessary to maintain gravity movement of the light cars to the West and, at the same time, to keep the cars moving in the direction of the head of Plane No. 8. At the point where the light cars ceased to move by gravity in the direction of the head of Plane No. 8, they were sent up a return plane that took them to the head of Plane No. 8.

When the westward movement by gravity of the cars on the light level on Plane No. 7 came to an end (the loaded and light levels in this instance were on the same roadbed), the empty cars were sent up a return plane that took them to the head of Plane No. 7. Once the empty cars reached the head of Plane No. 7, they were then moved down the mountain on the light car levels on Planes Nos. 6, 5, 4, 3, 2, and 1. (It would have been virtually impossible, on the top of the Moosic Mountain, on Planes No. 7 and 8 in 1859, to move the loaded and empty cars by gravity, and not horses, if the two tracks, loaded and light--the loaded descending towards Honesdale and the light descending towards Carbondale-- were on the same alignment for the entire length of the level. The stability / soundness of each level would have been constantly weakened / eroded / compromised by the other.)

As a result of those changes in the levels on Planes Nos. 1-8 at this time (1859), horses were no longer needed on the light levels of the Gravity Railroad to move the cars. Horses were used, however, right up to the closing of the Gravity line at the end of the nineteenth century, like switcher engines, to move cars at the foot of Plane No. 1 and Plane No. 13.

Technology Upgrade: Wire ropes, 1 ¼ inches in diameter, developed by John Augustus Roebling, were substituted for the hemp ropes on all the planes in 1858. Initially these wire ropes were made of iron; later they were made of low carbon steel. In that same year, the strap rails on all of the Gravity planes and levels were replaced with iron T-rails, manufactured by the

Scrantons at Slocum Hollow/Scranton. With these new T-rails it was now possible to move heavier loads over the line. Also at this time, the D&H purchased sixteen 75-horse power stationary steam engines, from the machine works of Messrs. Dickson & Co., Scranton, for use on all the planes. These engines, the first of which was installed on Plane No. 4 in early August, 1857, were said to be “of superior strength and finish”.

Extension to Valley Junction: In 1858-1859, the D&H Gravity Railroad line was extended from Archbald to Valley Junction, which is one-half mile south of Olyphant and ten miles south of Carbondale. This extension was completed during 1858, at a cost of a little over \$300,000, and was financed by an issue of seven percent five-year bonds in that amount which were dated June 1, 1858. The line was ready for use on May 1, 1859.

Tracks and Planes to Valley Junction: To move empty coal cars south from Carbondale to Valley Junction, the Blakely Level was extended to the foot of the first of the two South Planes, **Plane No. 21 “C”** at Archbald. Originally, the empty coal cars were pulled up this plane with power supplied by a huge waterwheel near its foot. The water to power the wheel was obtained from a canal off the Lackawanna River in downtown Archbald. This waterwheel on Plane “C” was used until 1865. From the head of Plane 21, the cars descended Level 21 to the foot of **Plane No. 22 “F”** at the Lackawanna River in Peckville, the second of the South Planes to Valley Junction. By means of **Plane 22 “F”** (in present-day Mellow Park) the empty cars were pulled up and over the Lackawanna River. The Level on Plane No. 22 carried the empties to the foot of **Plane No. 23 “G”** at Valley Junction (one half mile south of Olyphant).

Flat Land Gravity Railroad: From the foot of Plane No. 23, Gravity tracks were laid to the Eddy Creek Breaker, near the foot of Plane No. 23, and coal from that breaker was sent north through the Gravity system. A short Gravity-gauge rail line was also constructed from the foot of Plane No. 23 across the Lackawanna River to the Richmond No. 3 breaker (in present-day Dickson City) and the Von Storch breaker in Green Ridge. Coal from those breakers was then transported in D&H Gravity-gauge coal cars, pulled by Gravity-gauge steam locomotives (*Major Sykes, C. P. Wurts, Honesdale, Lackawanna, I. N. Seymour*), to the foot of Plane No. 23, and shipped north to Carbondale, and from there to Honesdale.

Also at this time (November 1859), passenger service was inaugurated between Carbondale and the foot of Plane No. 23. Once a day, a passenger car was attached to a freight car which had been fitted up with a door at each end. Small single pane windows at the sides furnished light and ventilation. Those passenger cars left Carbondale, up to at least 1868, by being taken up the Blakely Plane, and then continuing on their journey, by gravity, southward to Plane 21 in Archbald, and then on down through the gravity system to the foot of Plane 23. In February 1860, the Gravity rail line was extended from the foot of Plane 23 to Providence, with Gravity-gauge steam locomotives moving passenger cars, both ways, between the foot of Plane No. 23 and Providence.

In 1867, a third rail for Gravity cars was inserted by the D&H in the tracks of the Lehigh Coal & Navigation Company from Green Ridge to Union Junction (24.27 miles), which meant that, beginning June 18, 1867, empty Gravity coal cars, pulled by Gravity-gauge steam locomotives, could then be taken directly to Union Junction and from there, (via 1.5 mile long D&H gravity tracks laid from Union Junction to Hudson/Mill Creek to the Baltimore mines in

Wilkes-Barre, 36 miles south of Carbondale) to the Baltimore mines and breakers, and filled with D&H coal, and then pulled back to the foot of Plane No. 23 at Valley Junction by Gravity-gauge steam locomotives, and sent north through the Gravity planes to Carbondale, and from there to Honesdale.

These flat-land Gravity extensions were all part of a concerted program of expansion of D&H mining operations undertaken by President George Talbot Olyphant (elected president on March 15, 1858; took office on March 31, 1858) and Vice President Thomas Dickson.

Loaded Gravity coal cars, with coal from mines and breakers in the Valley Junction area (and after 1867 from mines and breakers as far away as Wilkes-Barre), were taken to the foot of Plane No. 23 at Valley Junction and pulled up Plane No. 23 for shipment north. The head of Plane No. 23 was in Olyphant, the foot of Level 23 was in Peckville. By means of **Plane No. 24 “E” Peckville** and **Plane No. 25 “D”** the loaded cars were moved north to the foot of **Plane No. 26 “B”** at “Frogtown” in Archbald. By means of Planes 26 and **Plane No. 27 “A”**, the loaded cars was raised to the top of the east side of the valley at Archbald and then sent down Level No. 27 for the trip up the valley to Carbondale, and then over the mountain to Honesdale.

Such then was the 1859 configuration of the D&H Gravity Railroad to Honesdale and to Olyphant/Valley Junction and to Providence/Green Ridge. With this configuration in place, annual coal shipments increased: in 1859, 591,000 tons of coal were shipped out of Carbondale; 1860, 499,568 tons; 1861, 726,644; 1862, 644,100; 1863, 828,150 tons; 1864, 852,130 tons; 1865, 759,699. In 1866, for the first time, the million-or-more-tons-per-year mark was reached when 1,391,674 tons of coal were shipped to market by the D&H over its astonishing Gravity Railroad.

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D&H Gravity Railroad, Plane No. 4, and Racket Brook Breaker. Photo by Ludolph Hensel, Hawley, PA



Gravity Railroad Bridge, South from Foot of “G” Plane (Plane No. 23), over the Lackawanna River, 1860. Photo by Thomas H. Johnson, Scranton, PA.

103. Addition for Volume IV:

The D&H Gravity Railroad: Five Configurations (Part 4) By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

Configuration No. 4, 1868: The 1868 configuration was created under the direction of Oliver D. Shepherd (Chief Engineer of the Delaware and Hudson Canal Company in 1870) and Rollin Manville (Superintendent, 01-01-1864-1891), with R. Manville completing the work begun by O. D. Shepherd on the west side of the Moosic Mountain.

The Major Revisions in the 1868 Configuration: The location of Planes Nos. 1-8 in 1868 was the same as in 1859. Plane No. 1 in 1868 remained double tracked: the south plane was used to send loaded coal cars and passenger coaches up the mountain; the north plane now became a component of the cripple car track back to the Cripple Repair Shop at the foot of Plane No. 1. Planes Nos. 2 and 3: were both used to send loaded coal cars and passenger cars up the mountain; the second track on both of these planes, the former light car track, were no longer needed and were either abandoned or removed. Plane No. 4: the loaded track was used to send cars over the mountain; the light track on Plane No. 4 was now used to service the Racket Brook breaker. Planes 5-6-7-8: single track for loaded cars and passenger cars up the mountain. There were now four loaded planes down the mountain from Farview to Waymart (Nos. 9, 10, 11, 12) from the eastern end of Level No. 8 (instead of only three, Nos. 9, 10, and 11, in 1859). These four downhill planes were all single-tracked.

Ten-mile level: same as in 1859. Planes Nos. 13-17: same as in 1859, with Cellar Hole No. 1 and Gill's Latches installed in Level No. 13, and with Cellar Hole No. 2 and Farnum's Latches installed in Level No. 14. In 1868, three single-tracked uphill planes (light track) from Waymart to Farview were constructed (Nos. 18-19-20) next to the four downhill planes from Farview to Waymart (Nos. 9, 10, 11, and 12).

Level No. 20: The most significant change in the roadbed of the Gravity Railroad in 1868 was the establishment of Level No. 20, which was opened for the movement of light cars on April 21, 1868, and ran down the mountain from Farview (the head of Plane No. 20). For the greater part of its length this track wound in and out among the hills, along precipitous cliffs and through ravines and little valleys. Curving to the left from the light track at the foot of return plane No. 8 it ran southwesterly to No. 4 reservoir where it curved to the right and ran northerly and, crossing over the loaded track near the head of No. 5 plane, continued for some distance. Then, after a cut into the side of the mountain, an abrupt turn or loop was made on a huge embankment. This loop, known as Shepherd's Crook, was about four hundred feet in diameter and two thousand feet in length, and with a grade of one hundred and ten feet to the mile the track returned at the lower end of the loop to within eighty-two feet of itself, horizontally, thirty-seven feet below its upper end. Two photographs of Shepherd's Crook are shown here. After passing through Shepherd's Crook, the track continued in a southerly direction, recrossing the loaded track just above the foot of Plane No. 3. Continuing to the south, Level No. 20 merged with the Blakely Level, off which there was a line down to Carbondale. Level No. 20 continued to the South and came to an end at the foot of Plane No. 21 in Archbald.

With Level No. 20 in place, (1) the loaded and light car movements on the mountain Gravity were now entirely independent of each other, (2) two ascending planes (the Lower Plane and the Upper Plane on the Blakely Plane) and eight descending levels (those on Planes Nos. 8, 7, 6, 5, 4, 3, 2, 1) that were in the 1859 configuration of the line were rendered unnecessary, and (3) the capacity of the road, significantly, was greatly increased. Those alterations, with the exception of some minor changes, were the last ones made on the Gravity railroad.

Passenger Service to Honesdale: Passenger service on the Gravity Railroad between Carbondale and Honesdale was initiated on Thursday, April 5, 1877, with two trains running daily. The first one left Carbondale at 8:15 A. M. and the second at 3:15 P. M. Leave Honesdale at 7:30 A. M. and 2:45 P.M. The fare was eighty cents.

Passenger service on the Gravity Railroad was an instant and a huge success, and the public very quickly learned that riding over the Moosic Mountain--and through the celebrated Shepherd's Crook on Level 20--was an enjoyable and thrilling experience. The D&H capitalized on the success of passenger travel over the Moosic Mountain and established a destination, Farview Park, on the summit of the mountain. The park, which opened in the fall of 1885, consisted of more than 600 acres, about 30 of which were improved as a picnic ground. In the park there were more than 20 buildings, the largest of which was a pavilion, 175 feet long by 35 feet wide, and built with four wings. In the park were swings, rustic seats, tennis courts, football and baseball grounds, shaded walks, open visas, pure drinking water, and two observatories. From the higher of the two observatories, at 2,345 feet above sea level, more than 20 cities and villages and 17 lakes could be seen.

Farview Park was an instant success, and civic, community, and church groups from all over northeastern Pennsylvania--and from as far away as metropolitan New York and Boston--travelled to the Carbondale-Waymart-Honesdale area, not only for the thrill of riding over the Gravity Railroad but also for the pleasure of spending the day--in the salubrious fresh air and sunshine--at Farview Park. During the height of the summer season, the D&H transported--in open air excursion cars and in regular and deluxe passenger coaches--as many as fifteen thousand people a day to Farview Park.

The D&H and the Erie Railroad: In September 1868, the D&H entered into a contract with the Erie Railway Company by which the D&H engaged to construct a steam railroad—the Jefferson Branch—from Carbondale to the Erie main line at Lanesboro, to be completed June 1, 1870, the Erie, thereafter, to transport coal for the Delaware and Hudson Canal Company to Rochester and Buffalo. Also in September 1868, the D&H entered into a contract with the Erie Railway Company to transport D&H coal from Honesdale to Weehawken Dock during the winter months.

Switchbacks: In the 1868 Configuration, four switchbacks were installed: one at the head of Plane No. 5, one at the head of Plane No 9, one at the junction of the Light Track and the Cripple Car track, and one on Level No. 2 on the loaded track near the foot of Plane No. 3.

With Configuration No. 4 in place, the quantity of coal that the D&H was able to ship over the Gravity Railroad increased significantly. In 1865, the D&H shipped 759,699 tons of coal over the railroad; in 1866, 1,391,674 tons; in 1867, 1,507,487 tons; in 1868, 1,991,870 tons; in 1870, 2,318,073; in the period 1871-1874, over two million tons annually. In 1875, more than three million tons (3,053,817) were shipped; in 1883, more than four million tons (4,097,218) were shipped.

A large quantity of photographs, maps, and supporting documentation about the 1868 configuration of the Gravity Railroad are presented in Volume IV of the author's 24 volume series on the D&H.

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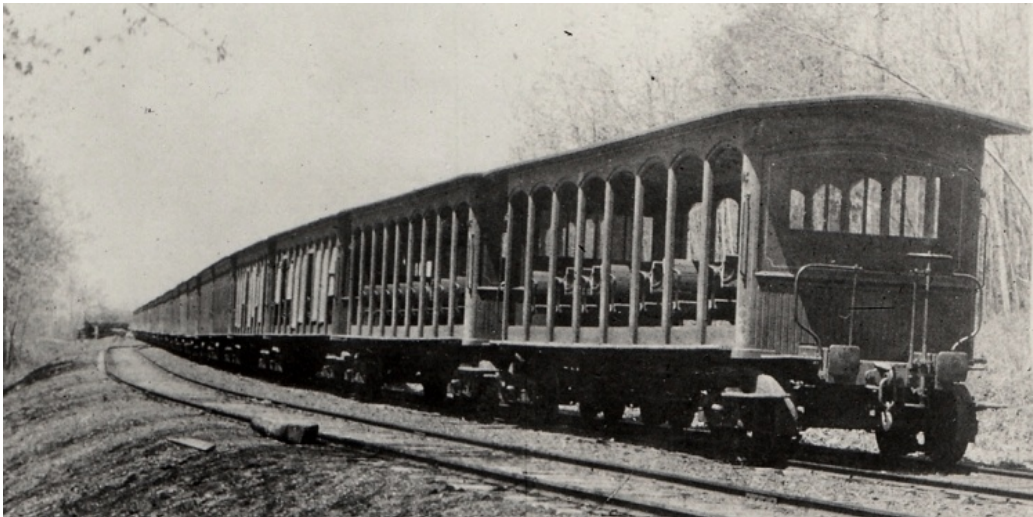
D&H Gravity Railroad, Plane No. 20 (light track, uphill on the left) and Plane No. 9 (downhill, loaded track, on the right). Photo by Ludolph Hensel, Hawley, PA.



Shepherd's Crook on Level No. 20 on the D&H Gravity Railroad. Photo by Ludolph Hensel.



The Tightest Section of the Curve in Shepherd's Crook, Winter. Photo by Ludolph Hensel.



Open-air Passenger Cars, Descending Level 20, towards Carbondale. Photo by Ludolph Hensel.

104. Addition for Volume V:

The D&H Gravity Railroad: Five Configurations (Part 5)

By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company built five different configurations of its Gravity Railroad in the nineteenth century.

Configuration No. 5, 1899: On October 28, 1898, it was announced by Horace G. Young, Second Vice-President of the D&H, that on December 31, 1898 “all passenger, freight and coal trains will discontinue running on the Gravity railroad until further notice.” The fifth configuration of the D&H Gravity Railroad is the standard-gauge steam locomotive rail line between Carbondale and Honesdale, known as the Honesdale Branch of The Delaware and Hudson Company, that was created, in the period January 1, 1899--February 1, 1900, of what remained of the Gravity Railroad following its closing.

Who was in charge at the D&H at the time: Robert M. Olyphant was president (elected October 24, 1884; served until 1903). Horace G. Young was vice-president and general manager (October 1, 1885; in office when the road closed). C. R. Manville was superintendent of the Pennsylvania Division of the D&H (July 15, 1891--December 1, 1903). William J. McMullen was Honesdale Branch Trainmaster.

The Gravity Railroad as of December 31, 1898: (1) Loaded Track from Carbondale to Honesdale: Planes 1-12 from Carbondale to Waymart; 10-mile level from Waymart to Honesdale; (2) Light Track from Honesdale to Carbondale: Planes 13-17 from Honesdale to Waymart; Planes 18-20 from Waymart to Farview; Level 20 to Carbondale and Archbald; (3) Light Track from Archbald to Valley Junction: Planes 21-22; (4) Loaded Track from Valley Junction to Carbondale: Planes 23-27, plus Plane and Level No. 28 in Carbondale.

What was not needed for the new steam locomotive line that was to be constructed: (1) Planes 1-8; (2) Level 20 south of Carbondale; (3) Planes 21-28; (4) Planes 14-17. Plane 13, at Honesdale, probably remained in operation for a short period after the closing of the Gravity system to facilitate the movement of coal to market from the various dumping grounds and stockpiles in the Plane 13 area and in Honesdale.

The components of the D&H Gravity Railroad that were converted, in the period January 1, 1899--February 1, 1900, into a standard-gauge steam locomotive line: (1) the former light track from Farview to Shepherd's Crook to Lookout Junction to Carbondale; (2) the former loaded track Planes 9-12 from Farview to Waymart; (3) the former loaded track Level 12 from Waymart to Honesdale; (4) the former light track Planes 18-20 from Waymart to Farview.

The Conversion: On December 31, 1898, the Gravity Railroad, as a gravity line in its entirety, ceased operations. Beginning January 1, 1899, the remaining components of the Gravity Railroad were converted, in three phases, into a standard-gauge steam locomotive railroad. **Phase 1:** In the period January 1-22, 1899, the tracks between Carbondale and Honesdale remained Gravity-gauge. Gravity-gauge passenger cars (also local freight trains, but no coal cars) were pulled from Union Station in Carbondale (the Main Street, or Gravity, Station was now

closed) by a Gravity-gauge steam engine, *Major Sykes*, to the Lookout and then up the former light track (Level 20), through Shepherd's Crook and on up to the top of the mountain at Farview and unhooked from the *Major Sykes* (which returned to Carbondale). The cars were then lowered down Planes 9, 10, 11, 12. The cars then descended Level 12 from Waymart to Honesdale. Passenger and other cars at Honesdale destined for Carbondale were pulled back Level 12 to Waymart by the *Lackawanna*, a Gravity-gauge steam locomotive, with Edward F. Baird, engineer. The cars were then taken up Planes 18-19-20 and placed on Level 20 and descended to Carbondale from Farview on the former light track (Level 20), passing through Shepherd's Crook, and on down to Carbondale. At the Lookout, they were pulled into Carbondale by a Gravity-gauge steam engine.

Phase 2: In less than 24 hours, over the weekend of January 21-22, 1899, 23.74 miles of Gravity-gauge tracks, including those on Planes 9-12 and 18-20, were widened to standard gauge, under the personal supervision of William McMullen, Honesdale Branch trainmaster. (The rails on the Farview/Waymart planes were also raised about three inches to allow the brake mechanism on the standard-gauge gondolas and large box and freight cars to pass over the pullies freely. By April 17, 1899, heavy gondolas and large box and freight cars were lowered one at a time down the planes from Farview to Waymart.) To change the tracks to standard gauge required the service of nearly a thousand track hands, taken from the Albany & Susquehanna division between Binghamton and Albany, and from the Pennsylvania division from Wilkes-Barre to Nineveh. A new time table went into effect on Monday, January 23, 1899: "Trains will leave Union station, Carbondale (City station one minute later) for Honesdale, as follows: 7.13, 9.35 and 11.15 a.m., 1.06, 3.09, and 6.08 p.m. / Arrive Honesdale 8.41, 11.03 a.m., 12.43, 2.34, 4.37 and 7.36 p.m. / Trains will leave Honesdale, for Carbondale as follows: 7.30, 9.51, and 11.12 a.m., 1.22, 3.25, and 5.30 p.m. / Arrive Union station (City station one minute earlier) Carbondale 8.51, 11.12 a.m., 12.34, 2.44, 4.47 and 6.52 p.m."

The *Major Sykes* and the *Lackawanna*, now standard-gauge (a total of five standard-gauge steam locomotives were used on the Honesdale Branch), were still used, as were Planes 9-12 and 18-20, on which the tracks were now standard gauge. Shepherd's Crook was still in place. (At Shepherd's crook the old rails were supplanted by heavy ones. The road bed was raised about a foot in the middle and lower part of the curve by laying new ties over the old ones and the track was set at the extreme edge of the road bed in order to make the curve as easy as possible. In addition to the heavy rails of the track a substantial guard rail was laid around the curve which made it almost impossible for a train to become derailed at this point.) Standard-gauge coal cars (the D&H owned about 4,500 coal cars at the time that the Gravity Railroad was closed; 800 of them were now converted into standard-gauge coal cars) and passenger cars were lowered down and pulled up the former Gravity planes between Farview and Waymart. In May 1899, Carbondale's Union Station was closed, with all trains now arriving at and departing from Carbondale's City Station (Seventh Avenue Station).

In late June 1899 the D&H and the Erie tracks were joined at Honesdale, and the Honesdale Union Station, designed by Conrad Schroeder, was built (completed January 1900).

Phase 3: On Sunday, November 19, 1899, Shepherd's Crook was removed and replaced with a switchback. Planes 9-12 and 18-20 were still used to lower and raise the cars between Farview and Waymart.

In the *Carbondale Leader* of November 23, 1899, p. 2, we read: "There are about 500 men from this city [Carbondale] employed at Farview and Shepherd's crook. They leave this city each morning at 6 o'clock by special train of big coaches. They reach here again shortly before 6 p. m., and attract much attention when they troop down Lincoln avenue. There are so many of them that they fill the sidewalk for blocks."

On February 1, 1900, the South Canaan Loop was completed (under the personal supervision of William McMullen, Honesdale Branch Trainmaster) and Planes 9-12 and 18-20 were no longer used. In an article in one of the Gritman scrapbooks, dated February 1, 1900, we read: "***WILL OPEN TODAY / New Road Between Honesdale and Carbondale Completed.*** / The new track of the Delaware and Hudson between Carbondale and Honesdale will be opened for traffic today. The track is 27 miles long, while the real distance between the two places is only 16 miles. / The length of the road is necessitated by the fact that the country between the two places is very mountainous and a circuitous route is unavoidable to secure the proper grade for a steam road. Seven miles of new track have been built to make this route. Two hundred and fifty men were engaged in this work [installing the South Canaan Loop] [they] were paid off yesterday at the completion of the line."

The Honesdale Branch of the Delaware and Hudson Company was declared completed and officially opened on February 1, 1900. Tragically, William McMullen, the Honesdale Branch trainmaster, a central figure in the installation of the Honesdale Branch of the Delaware and Hudson Railroad, who personally supervised not only the widening of 23.74 miles of Gravity gauge tracks to standard gauge in less than 24 hours over the weekend of January 21-22, 1899, but also the installation of the South Canaan loop, was accidentally killed at Panther Bluff on February 16, 1900 (15 days after the line was officially opened), when he got off engine No. 53 to throw a switch, as he was returning from a tour of inspection over the Honesdale Branch.

Remarkably, throughout this conversion process, excursions to Farview Park continued unabated. In 1899, the park opened as usual with an excursion hosted by the D&H on Memorial Day, with a second D&H excursion on the Fourth of July. Some of excursions listed for the summer of 1899 at Farview Park are: July 20, the congregation of the Trinity Episcopal Church and Sunday School traveled to Farview Park in 15 rail cars; July 22, ten thousand excursionists spent the day at Farview Park as members of an outing hosted by the Odd Fellows of Wayne, Luzerne, and Lackawanna Counties; July 27, 20 carloads of passengers to Farview Park to witness the balloon ascension of Professor Randolph A. Parry that was hosted by the Amaranth Club; July 27, 950 excursionists from Newburg and Middletown and all intermediate points spent the day at Farview Park; August 9, 763 excursionists from Paterson, Newark, Jersey City, and New York City and intermediate points came to Farview Park and to Carbondale on an Erie excursion; August 11, 59 members of the Jadwin family attended a Jadwin Reunion at Farview Park; August 18, 21, and 23, three more excursions from New York City and Newburg, NY

came to Carbondale over the Gravity Railroad; September 14, 27 rail cars of excursionists visited Farview Park and came to Carbondale from New York City and intermediate points; September 15, an Erie train in two sections, carrying 972 excursionists from New York City came to Carbondale.

The Honesdale Branch of the D&H, for over thirty years, was not only a very popular passenger component of the D&H transportation system, but also a very lucrative coal and freight line for the D&H. On September 9, 1931, all operations over the line came to an end. The removal of the tracks began on July 15, 1932, and all tracks were removed by April 28, 1933.

A substantial body of maps, photographs, and data on the Honesdale Branch of the D&H is presented in Volume XX in the author's 24-volume series on the D&H.

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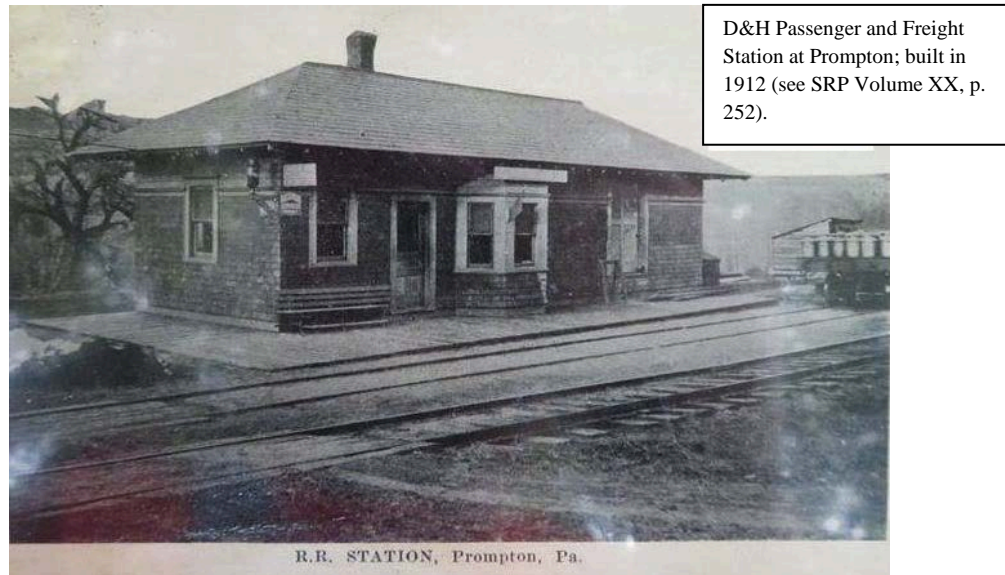


A Cut of Gravity Railroad Passenger Cars Parked at Union Station, Carbondale, c. 1899. Photo from the Clift collection, Honesdale, courtesy of Hank Loftus, White Mills, PA. The boardwalk seen at center right is across the D&H Valley Road tracks and leads to the Union Station, which was located to the right of the area shown here.



*D&H Engine No. 142, leaving the switchback and heading up the hill towards Farview and Honesdale. Written on the back of this photograph is the following text: "The first steam train ever to run on the Honesdale Branch from Carbondale to Honesdale and return after the D&H Gravity was abandoned. It was a trial run with officials and crew *No Passengers*". Photo in the Clift collection (Jim and Maureen Clift), Hawley, PA. Jim's grandfather, William R. Clift, is seen, second from the left, in this photograph.*

105. **Addition for Volume XX:** Passenger and freight station, built in 1912, at Prompton on the Honesdale Branch of the D&H. This photograph was posted on Facebook by “metrotrails” on September 4, 2018, with a misleading/incorrect caption. This station was not erected during the “gravity” era; rather, it was built in 1912 at Prompton on the Honesdale Branch of the D&H.



106. **Addition for Volume XXIII:** “Carbondale Base Ball Club.--Season 1896” photo by the Carbondale photographer Foster. Donated to the Carbondale Historical Society and Museum on September 2, 2018 by Robert Stone, 355 Mill Street, Simpson 18407 (whose grandfather was Michael Turano, a cobbler who lived in Vandling and Carbondale). Photo now in the collection of Donald W. Powell, Homestead Golf Course, Carbondale.



Written on the back of this photograph is the following:





Carbondale Base Ball Club.- Season 1896.

- | | | | |
|-------------------------|-------------------------|--------------------------|-------------------------|
| 1. Sales, Third Base. | 2. Eddy, Pitcher. | 3. Massey, First Base. | 4. McQuade, Left Field. |
| 5. Cargill, Short Stop. | 6. Smith, Center Field. | 7. Marty Smith, Manager. | 8. Patchen, Catcher. |
| 9. Anderson, Pitcher. | 10. Radt, Right Field. | 11. O'Garra, Pitcher. | 12. Fink, Second Base. |

FOSTER, PHOTO.

107. **Addition for Volume II:** D&H Gravity Railroad and Canal research on September 2-3, 2018, with Larry Rine, West Lebanon, NH:

Abutments on Level 16 on Cavage Road, September 2, 2018:



Empty coal cars and passenger coaches moved from left to right/downgrade at this site, moving towards the foot of Level No. 16 at the eastern edge of Keen's Pond.

At Lackawaxen Aqueduct, September 2, 2018:



S. Robert Powell pointing out depth gauge (VI [feet]) on inside wall of stone entrance to Lackawaxen Aqueduct. Photo by Larry Rine.



Photo by Larry Rine of abutment on Pennsylvania shore of Lackawaxen Aqueduct, September 2, 2018:

Portion of inside wall of stone entrance to Lackawaxen Aqueduct:



Down-river
portion of
abutment on
Pennsylvania end
of Delaware
Aqueduct





The plaque (“JOHN WURTS, President, / R. F. LORD, Chief Engineer, / DELAWARE AND HUDSON Canal. / A.D. 1847”) is under the Aqueduct, on the abutment, facing the Delaware River, on the Pennsylvania side of the bridge.

Here is a view of the plaque that was taken by Larry Rine:



108. **Addition for Volume II:** Visit on September 3, 2018 with Larry Rine to Plane and Level No. 14 and “loaded track” there, visit graciously hosted by Scott and Paula Bennett, the owners of the site. Scott Bennett hosted the three-hour visit to the site.

Photo Identifications: 1 and 2: Level 14; 3-6: loaded track below Level 14; 7: roll of telegraph wire at the edge of the loaded track below Level 14; 8-9: unidentified ruin beside Lackawaxen Creek below Level 14; oaded track at Level Plane ; 9: Chicken of the Woods mushroom found by Scott Bennett along Lackawaxen Creek at Level 14.



Discovery, with Larry Rine, of Plane No. 15 and Level No. 15 on September 3, 2018:

Foot of Plane No. 15 and Level No. 15: Larry Rine and Powell located (but did not photograph) the foot of Plane No. 15 at Prompton: Traveling West on Route 6, turn right onto River Road at Prompton. About 75 yards from Route 6, look to the left, across the Lackawaxen River, and you will see stone remanats there at the foot of the former Plane No. 15. Rine and Powell also found--and photographed--Level No. 15. No other historians or photographers have ever positively identified these two sites. Here is a photograph that Powell took looking up Level No. 15 (now Birch Lane) on the D&H Gravity Railroad:



Looking up Level 15, which is now part of Birch Lane, Prompton. Heading East on Route 6 out of Prompton, turn right at the crest of the mountain onto Birch Lane. In traveling up Birch Lane the first road that you cross, less than 50 yards up Birch Lane, is the former Level No. 15 (which is also a part of Birch Lane).

109. **Addition for Volume II:** The Bridge across the Lackawaxen River at Plane No. 14:

What Are We Looking At?

Text by S. Robert Powell with photographs by Larry Rine



On the flat land, below Plane No. 14, at the edge of the Lackawaxen River: The stone work seen in these two photos is laid out in a gentle curve from the right rear to the left front of the photo, and is between three and four feet high. The stone work that looks like a wall in these photos is about 25 feet from the stone work in the distance on the far right, which is at the river's edge (in the background and on the right), and appears to be the remains of a bridge abutment. There is no stone work on the opposite shore. Behind the photographer is an expanse of more or less flat land about 50 yards wide and 200 yards long.

Following their visit to this site on September 3, S. Robert Powell and Larry Rine drove to the opposite side (North) of the Lackawaxen River and accessed, to the West of this area, the “Old State Road” (aka. Honesdale and Clarksville Turnpike”*) in the area across the Lackawaxen River from the site shown in these photos. The “Old State Road” on the North shore of the Lackawaxen descends a hill in a gradual curve towards the shore opposite the possible bridge abutment (at the rear of these two photographs) on the opposite (South) shore of the Lackawaxen. It seems very clear that the “Old State Road” at one point crossed the Lackawaxen River at this point (the North abutment of the bridge was possibly washed out, but a significant portion of the South abutment is still in place). The stone work in the foreground of the photos above might well have been part of a supporting roadway that carried the “Old State Road” / Honesdale and Clarksville Turnpike to the East, onto the broad open area behind the photographer (or from that broad open area up and over the bridge to the West). What are we looking at? Possibly a bridge for the Old State Road across the Lackawaxen River?

Six-Mile Level on the D&H Gravity Railroad:

Segments of Old State Road are located along the former D&H Six-Mile Level (later a portion of Level 12, later the steam line) in the woods between Waymart and the outlet of Keen's Pond, and one can drive a motor vehicle over them. Several segments of Old State Road are also still in existence between Keen's Pond and Honesdale and are accessible from present-day Route 6. All sections of the present Old State Road and Route 6 are located on the north side of the Van Auken Creek and the Lackawaxen River. Route 6 now crosses the Lackawaxen River in only one place: downtown Honesdale. All sections of the former Six-Mile Level (later a portion of Level 12, later the steam line) between Keen's Pond and Prompton are on the South side of the Van Auken Creek. In the period 1829-1845, on the Six-Mile Level, the cars moved towards Honesdale by gravity from Waymart to Prompton and were pulled back to Waymart by horses.

Four-Mile Level on the D&H Gravity Road: In 1829, when the rail cars reached Prompton from Waymart, they were let down Plane No. 8, and entered the Four-Mile Level, which crossed the Lackawaxen River at Prompton, and continued on to Honesdale on the North side of the Lackawaxen River. As such the rail cars traveled to Honesdale between the Old State Road and the Lackawaxen River. A short distance from Honesdale, the cars were moved over a bridge over the Lackawaxen River (almost into Honesdale) and were then moved into downtown Honesdale. In the period 1829-1845, the cars on the Four-Mile Level were moved both ways (to Honesdale and back to Prompton) by horses.

1845: Major changes in Gravity roadbeds were made in 1845 under the direction of James Archbald. Among them: In 1845, the Six-Mile Level and the Four-Mile Level became the Ten-Mile Level, which was graded so that the loaded coal cars moved the entire ten miles from Waymart to Honesdale by gravity: no horses needed (the empties were moved back to Waymart by means of Planes and Levels 13, 14, 15, 16, and 17). Where was this Ten- Mile Level located? The section of the Ten-Mile Level from Keen's Pond to Prompton to Honesdale was on the South side of the Van Auken Creek and the Lackawaxen River (A very short distance from Honesdale, the Ten-Mile Level crossed to the North side of the Lackawaxen and then swung into downtown Honesdale.)

Re-cap: 1829-1845:

- Six-Mile Level (section from Keen's Pond to Prompton): loaded and light cars on South side of Van Auken and Lackawaxen River
- Four-Mile Level (Prompton to Honesdale): loaded and light cars on North side of Lackawaxen River
- 1845-1899: Ten-Mile Level: Loaded cars on South side of Lackawaxen River

What about the ruins on the flat land below Plane No. 14?

Here's what we believe took place. The Honesdale and Clarksville Turnpike was organized on April 2, 1830. The construction of the turnpike was probably begun and completed in 1830, with

construction probably beginning in Honesdale, with the turnpike heading West on the south side of the Lackawaxen River. In the Plane 14 area, the turnpike then crossed the Lackawaxen on a bridge (ruins on South shore of Lackawaxen still extant) and remained north of the Lackawaxen and the Van Auken all the way to Keen's Pond.

In 1845, when the D&H roadbed between Prompton and Honesdale was revised under the direction of James Archbald, the D&H, in effect, traded its four miles of roadbed on the north side of the Lackawaxen between Prompton and Honesdale with the Honesdale and Clarksville Turnpike for its four-miles of roadbed on the south side of the Lackawaxen River between Prompton and Honesdale. (The details on this land "transfer" are not yet known for certain.)

With this trade/transfer, which was a win/win situation for both parties, the Honesdale and Clarksville Turnpike, between Keen's Pond and Honesdale, was on the north side of the Lackawaxen River, where it remains today. (It is entirely possible that some of the existing sections of the Old State Road between Prompton and Honesdale are in fact on the roadbed of the D&H 1829-1845 roadbed between Prompton and Honesdale.) As such, the Honesdale and Clarksville Turnpike had a roadbed between Keen's Pond and Honesdale with no bridges over water (except the mandatory crossover bridge at the entrance to Honesdale).

As such, the Delaware and Hudson Canal Company had a roadbed between Keen's Pond and Honesdale with no bridges over water and over which the loaded cars moved entirely by gravity (except the mandatory crossover bridge at the entrance to Honesdale). In addition, with these revisions in the Six-Mile Level and the Four-Mile Level (to become the Ten-Mile Level), the D&H no longer needed horses to move the loaded cars to Honesdale.

The ruins on the flat land below Plane No. 14, therefore, we believe to be the bridge and roadbed remnants of the Honesdale and Clarksville Turnpike from circa 1830 up to no later than 1845, when the Honesdale and Clarksville Turnpike was re-structured between the Plane No. 14 area and Honesdale so that its complete route from Keen's Pond to Honesdale was on the North side of the Lackawaxen River.

* One of Waymart's first settlers was Thomas Clark who had a tavern and store in Clarksville (269 Belmont Street). He was also a commissioner for the Honesdale and Clarksville turnpike, which was organized April 2, 1830 and which ran from Honesdale to the Milford and Owego Turnpike within two miles of Clarksville. The Honesdale and Clarksville Turnpike begins in Honesdale and ends in Canaan Township at the crest of the Moosic Mountain, just below the Farview station on the D&H steam line. Very near to that site, the Van Tuyl creek also begins and flows down the mountain to Waymart. The creek that flows east from the outlet at Keen's Pond is called the Van Auken Creek. At Prompton, the Van Auken Creek flows into the west branch of the Lackawaxen Creek (which originates at the Prompton Dam). The Lackawaxen River (West Branch) flows into Honesdale, where it connects with the East Branch of the Lackawaxen River and the Dyberry Creek.

110. Addition for Volume II: Neversink Aqueduct: 5 photographs taken on September 12, 2018 by S. Robert Powell:



111. Addition for Volume II: Canal bibliographic reference: *The River Reporter*, Volume XXI, No. 52, December 28, 1995--January 3, 1996, Collector's History Edition featuring the D&H Canal, Gravity Railroad, rafting & oral histories, pp. 5-7, "The D&H Canal lives: Canal becomes focal point for heritage tourism" by Peter Osborne III.

112. Addition for Volume XVII: Anthracite coal commemorative item, found in a Salvation Army Thrift Store by Michael Grutt, a member of the Delaware and Hudson Railroad Facebook group, and posted by him there on September 14, 2018:

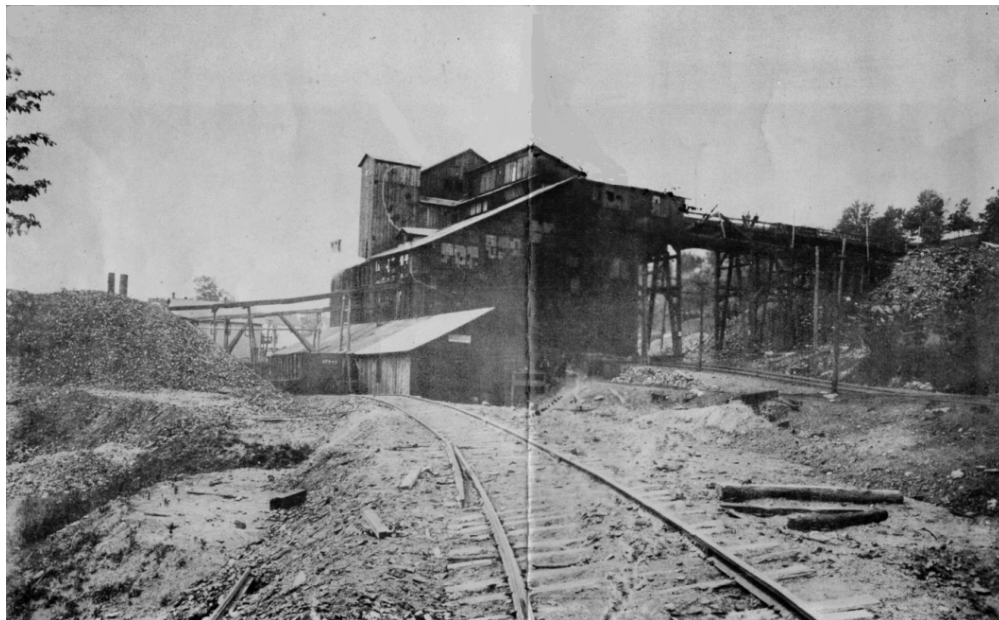


113. **Addition for Volume XVIII:** Photos of Coastal Defense gun and Frisbie Breaker from Engineer Breezy, Friday, September 14, 2018:



This photo of the Coastal Defense gun is given in SRP Volume XIV, p. 84.

Also from Engineer Breezy on September 14, 2018 is the following photograph of the Frisbie Breaker in Simpson; the caption given here is what is written on the back of the original of this photograph.



"This picture of the Frisbie Breaker was taken in 1907. Boys 10 years of age picked slate here for 7 cents per hour. Main Street and the trolley tracks are at the right, passing under the trestle. Tracks in the foreground are on lot now used for parking at St. Basil's hall. This breaker burned about 1911."

The Frisbie Breaker, which was erected in 1891, was used to process buckwheat and pea coal. In the *Carbondale Evening Leader* of August 31, 1891, we read:

115. **Addition for Volume XXIV:** Page one story in the *Carbondale News* of September 14, 2018 about Powell's D&H series:

History of railroad *published*

Special to The News

CARBONDALE — The final four volumes in the 24-volume history of the D&H railroad by Dr. S. Robert Powell were published by the Carbondale Historical Society in August 2018.

"Each of these volumes is an e-book," explained Dr. Powell, "and consists of one or more pdf files on a DVD. To read each volume, the reader inserts the disc into a computer, opens the file(s) on the disc, and scrolls through the text at his/her own rate of speed." All of these volumes are substantial documents, with many of them being several hundred pages long.

In the entire series, there are over ten

See HISTORY, B2

D&H No. 500 Passing through Carbondale.
[CONTRIBUTED]



OUR 143RD YEAR OF SERVING THE CARBONDALE AREA — HOME OF ANTOINETTE RUDDY

Carbondale News

Friday, September 14, 2018

HISTORY

From Page A1

thousand pages.

The content of these volumes is illustrated with numerous photographs, maps, and drawings, many of which have never before been published. "For over twenty years," said Dr. Powell, "I have been doing research in libraries and historical societies throughout the anthracite region and the territory through which the many D&H rail lines and the D&H Canal passed, and I have uncovered some remarkable facts about the D&H, as well as photographs and documents that have never been published, and they are all presented in these books."

The first five volumes in the series are about the five

different configurations of the Gravity Railroad that were built between Carbondale and the D&H Canal at Honesdale, which opened on October 9, 1829, with the foot of Plane No. 1 on North Main Street, Carbondale, behind the present Ben-Mar Restaurant.

"Many people don't realize that the Gravity Railroad was re-built five times in the course of the nineteenth century so that the D&H could meet market demands for anthracite coal," said Powell. By the time of the American Civil War, the D&H was sending over a half million tons of coal to market over the Gravity Railroad.

Coal from Carbondale and the Lackawanna and Wyoming Valleys was shipped by the Gravity Railroad to Honesdale and by the D&H Canal from Honesdale to the Hudson River at Kingston.

Most of the coal was sent down the Hudson River to New York City and to coastal New England, but coal was also trans-shipped through the Erie Canal to the American mid west and to Canada through the Champlain Canal and to interior New England and to Canada by means of several D&H rail lines to the north of the Pennsylvania coal fields.

"When the D&H began shipping coal to market in 1829, America was in the throes of its first energy crisis," Powell explained. "Virtually all of the trees in the vicinity of the cities and towns in the East had been cut down for fuel. Anthracite coal filled that need for fuel and, at the same time, made possible the industrial revolution in America in the nineteenth century," he continued.

Among the topics covered

in these 24 volumes are: passenger service on the Gravity Railroad, working horses and mules, waterpower on the Gravity Railroad, breakers, the mining of anthracite coal, the Stourbridge Lion, Farview Park, the D&H steam line between Carbondale and Scranton, the Stourbridge Lion, the quality of life in the Lackawanna Valley in the nineteenth century, the anthracite coal strike of 1902, locomotives and roundhouse, the Jefferson Branch of the Erie Railroad, and D&H steam lines beyond the Lackawanna Valley.

Copies of all of these volumes are available at the Carbondale Historical Society, the Wayne County Historical Society, and on-line via the Carbondale Historical Society's webpage www.carbondalepahistorical.org.

116. Addition for Volume XVIII: Pine Ridge Colliery:

From Engineer Breezy, September 20, 2018:

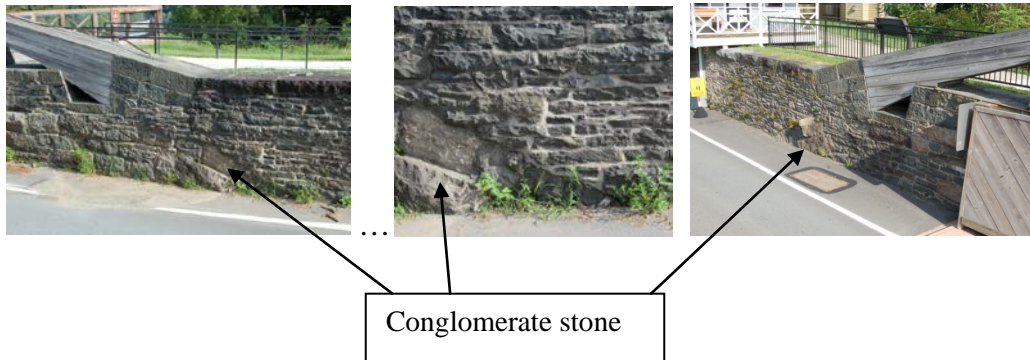
“In your Breakers Vol. 18 on page 487 there's mention of facilities that the various coal companies were starting to use to prevent stream pollution in the pamphlet "Anthracite Culm & Silt". Here's a photo of such a facility (or part of one) at the Hudson Coal Co.'s Pine Ridge Colliery. Facilities like that were a big help to try to keep the rivers and streams clear, but it still took years after most of the collieries were shut down for the rivers to finally clear up and start to be able to support aquatic life. / Regards, Breezy”



See SRP Volume XVIII, pp. 541-542, where this photo is included in The Hudson Coal Company's *The Safety Commentator* of June, July, August, 1950, Vol. 13, No. 3.

117. **Addition for Volume II:** Conglomerate stone in key stress points on the Roebling aqueducts:

Photos 1 & 2 by SRP; No. 3 by Larry Rine

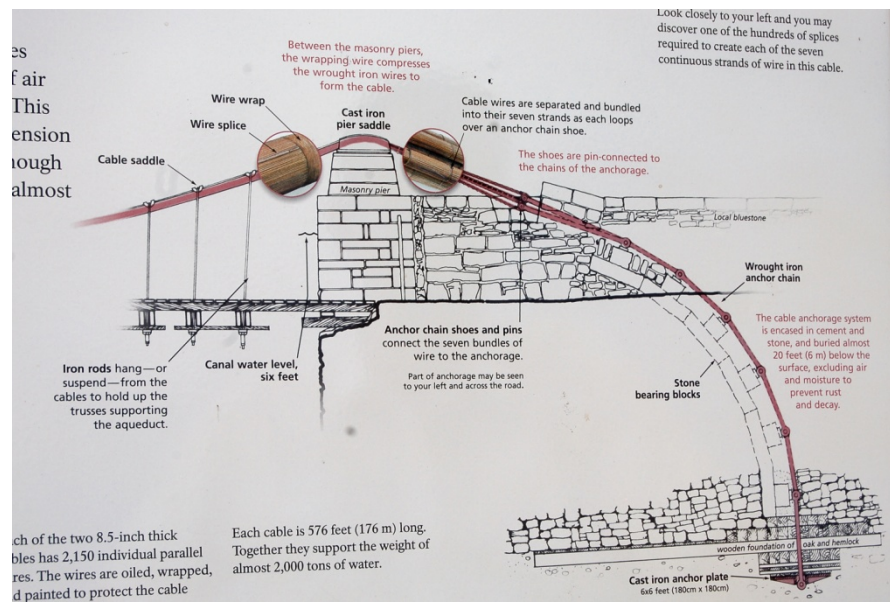


Delaware Aqueduct



Lackawaxen Aqueduct: two photos by Larry Rine

“The anthracite coal fields of Pennsylvania were underlaid with conglomerate rock. When the miners ran into conglomerate rock they knew that they were at the bottom of the coal beds.” Bernadette Slick, Forest City, PA.



Delaware Aqueduct: Photo 1 by SRP; 2 by Larry Rine

118. **Addition for Volume II:** The two stone bridges on the loaded track at Keen's Pond in photos, September 2, 2018, by Larry Rine:

Photo by Larry Rine, September 2, 2018:



Photo downloaded from Internet, October 2, 2018:



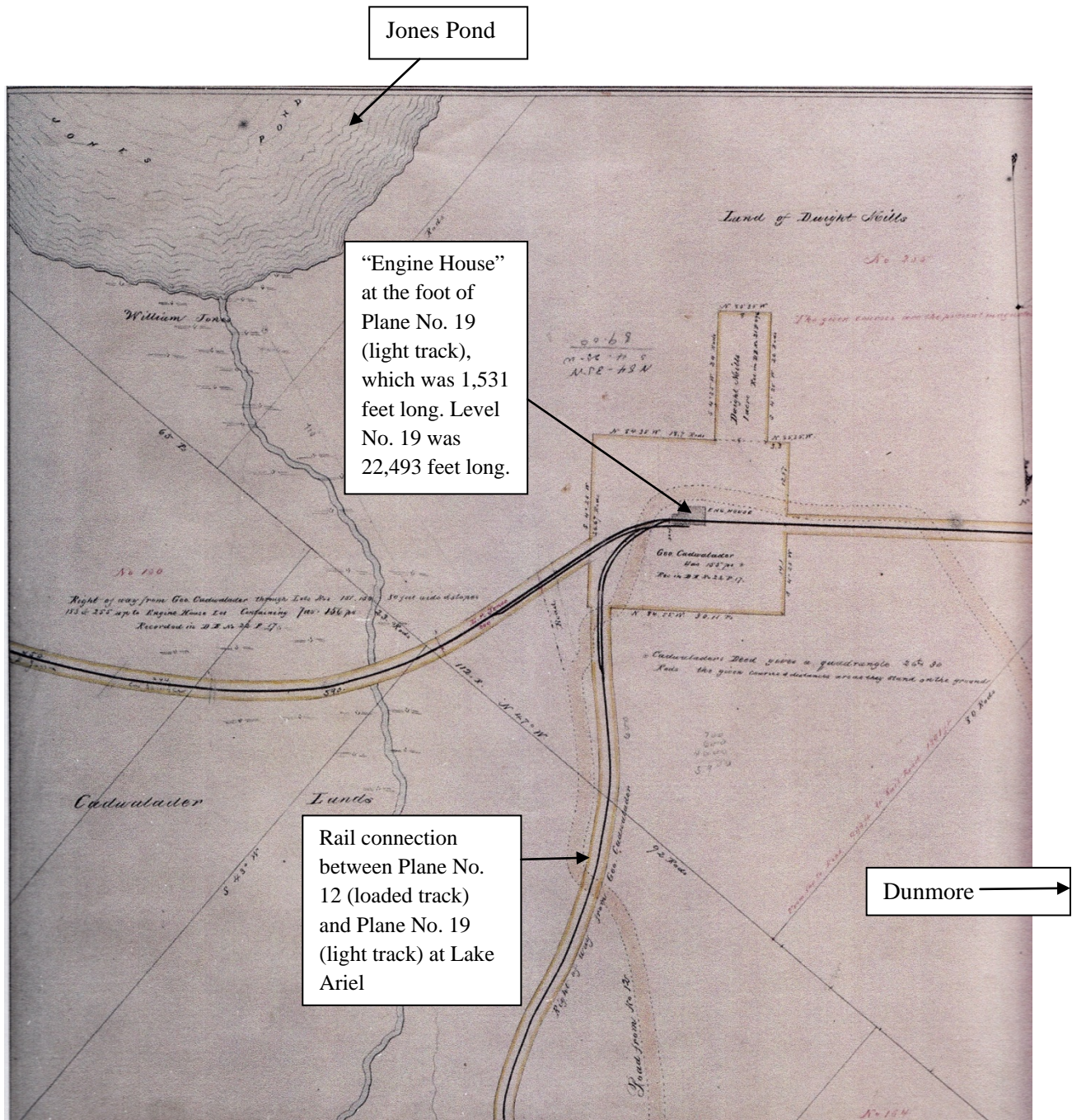
Photo by Larry Rine, September 2, 2018:



Photo downloaded from Internet, October 2, 2018:



119. **Addition for Volume XVII:** On page 628 in Volume XVII in this D&H series, a map detail showing Plane No. 19 on the Pennsylvania Gravity Railroad is shown. A revised version of that map detail (with two corrections in the call outs) is shown below.



On September 22, 2018, we received the following e-mail:

From: <tksentjour@aol.com>
Date: Sat, Sep 22, 2018, 12:15 PM
Subject: Plane 19 PCC or D&H?
To: <carbondalehistorical@gmail.com>
Cc: <tksentjour@aol.com>

Hello!

I am Tony Zadjura, Chairman of the Jefferson Township Historical Society (Lackawanna County)

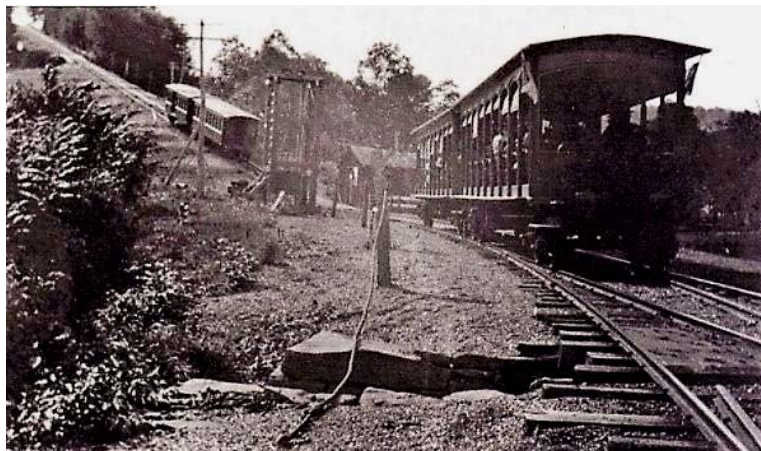
A question has come up about a photo I had placed on our Jefferson Township Historical Society Facebook Group page. A photo of what has been presented as Plane 19 (Jones Pond/Lake Ariel) on the PCC Gravity line. I have been contacted by a well known Gravity enthusiast. His position is that because of the weight tower shown in the photo it cannot be PCC as it is the D&H style. The photo in question was found by me on the Internet from a May 1, 2015 article published in the Wayne Independent Newspaper. The caption attributes it to the Wayne County Historical Society. As I strive to present the most accurate Historical positions as possible, I ask if the Carbondale Historical Society might be able to help.

I do recognize Dr. Powell as the foremost local expert of the D&H Gravity. I have not by my own research been able to confirm or disprove this photo.

I do not claim to be an expert in the History of the local Gravity Railroads, and seek guidance.

Thank You in advance,
Tony Zadjura JTHS

The photograph shown below was attached to Zadjura's email:



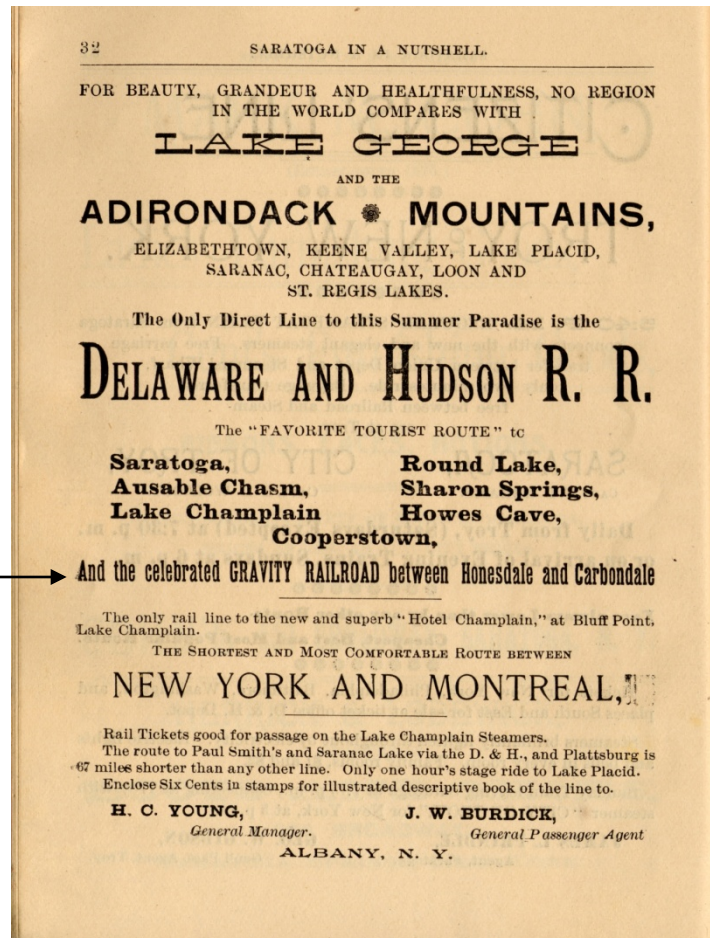
SRP to Tony Zadjura, 09-24-2018:

“Shown in this photograph is the foot of Plane No. 19 (1,531 feet long), at Lake Ariel, on the light track of the Pennsylvania Coal Company’s Gravity Railroad. The two passenger cars on the right have come up to Lake Ariel from Dunmore on the loaded track. At the head of Plane No. 12/Lake Ariel on the loaded track, they were switched to the connecting track between the loaded and the light tracks at Lake Ariel, and are shown here very near to the end of that connecting track. As soon as the two passenger cars, at the left, that are being pulled up Plane No. 19 (on the light track), reach the head of the plane and are placed on Level No. 19, the two cars on the right will be attached to the cable in Plane No. 19 and pulled up Plane No. 19 as well.”

120. **Addition for Volume V:** D&H Gravity Railroad in a Saratoga Springs guide book: From James Parilllo, September 24, 2018: “Hi Robert, / I wanted to let you know your video is now up on our website. www.saratogahistory.org. / I came across this ad in a Saratoga Springs guide book and thought you might like it. It mentions the Gravity Railroad in it! / Thank you again, / Jamie”:

On August 16, 2018, S. Robert Powell gave a talk titled “The Five Configurations of the D&H Gravity Railroad at the Saratoga Springs History Museum. To view that presentation, go to www.saratogahistory.org

“...And the celebrated GRAVITY RAILROAD between Honesdale and Carbondale”

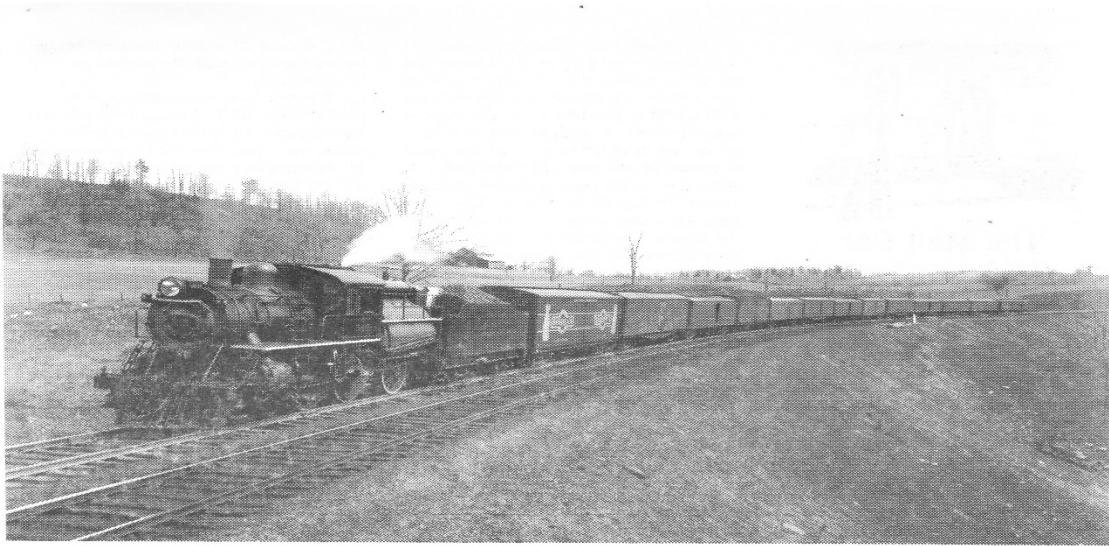


121. **Addition for Volume II:** D&H Canal: At the historical talk that Steve Skye gave at the Cuddebackville D&H historic site on September 12, 2018, we learned that passenger service on the D&H Canal was begun in 1848. The packet boat, *Fashion*, was built in 1850. It could carry 60 people, and made daily trips (except Sunday) between Honesdale and Lackawaxen. It burned in 1851. We also learned that the hydro-power plant on the D&H Canal at Cuddebackville was built in 1903 by the Neversink Light and Power Company.

122. **Addition for Volume XVI:** Milk Trains on the D&H: In Powell's Volume XVI, pp. 262-264, there is information on milk trains on the D&H. On page 4 of the October 2018 issue of the *Bridge Line Historical Society Bulletin*, there is an interesting article titled "Milk on the D&H" by Jim Shaughnessy. Shaughnessy's lack of understanding of the importance of the Pennsylvania Division in the history of the D&H, notwithstanding, his article on milk trains on the D&H contains a large quantity of very interesting information on milk trains on the D&H. Here is that article:

by Jim Shaughnessy

p. 5:



123. **Addition for Volume XII:** Meadowdale was one of the station stops on the Albany & Susquehanna Railroad when the line was constructed in the nineteenth century (see Powell's Volume XII, p. 229). In the October 2018 issue of the *Bridge Line Historical Society Bulletin*, p. 229, there is some very interesting material on Meadowdale (pp. 23-24). Here is that material:

Meadowdale, New York: A Glimpse of Guilderland History

Although difficult for us to believe today, a century ago Meadowdale was one of Guilderland's small hamlets with an identity all its own. In the 18th and early 19th centuries, the locale was an area of scattered farms tenanted by leaseholders of the Van Rensselaer West Manor. With the Helderberg escarpment rising just to the west and the Black Creek meandering through the fertile farmland, it was a very scenic spot.

A site was chosen here to become the only stop on the Albany & Susquehanna Railroad between Voorheesville and Knowersville (later renamed Altamont) when the railroad laid track through that part of Guilderland in 1863. Within a year, a small passenger depot and freight office was erected in a location where the tracks crossed a dirt road now called Meadowdale Road. The sign hanging from it identified the stop as Guilderland Station.

A few years later, the A&S was absorbed by the Delaware & Hudson. A sizable amount of the D&H's profits stemmed from summer passenger service: group excursions, day-trippers off to a scenic spot, urban vacationers either boarding at country hotels or with farm families who took in summer boarders for extra income.

The logic of D&H executives renaming the stop from its original pedestrian name Guilderland Station to the more attractive sounding Meadowdale is obvious. Annually, the company published the "D&H Directory of Summer Hotels and Boarding Houses" where the prospect of stopping at Meadowdale would certainly seem lots more appealing to prospective visitors.

Each sunny weekend, numerous day-trippers came out from Albany to the little depot, planning to hike the two to three miles up the "old road" through Indian Ladder Pass to the top of the escarpment. An Altamont livery stable owner usually would send over one of his wagons to transport for a small fee those who were unable to do the vigorous hike themselves up the escarpment road. At the end of the day, the weary hikers journeyed back to Albany after their day in the country.

Boarding houses on Thompson's Lake

would often send a wagon to pick up expected guests as well. In addition, farmers came by to pick up boarders who were coming to stay a week or more at their farms. In later years, many Boy Scout troops came to hike up and camp out on top of the escarpment. Local trains were frequent and inexpensive with a 1909 timetable listing fares with the price of a round-trip ticket from Albany to Meadowdale 79 cents while one way was 42 cents.

By 1900, the area around the little depot had become a much bigger railroad complex, with a water tower across the tracks, a necessity in those days of steam locomotives. Nearby was a utility shed for storage of track maintenance equipment, and across the tracks from the depot was a freight yard, where numerous freight cars that brought up coal from Pennsylvania mines could be parked until the fuel was needed to feed the fireboxes of D&H locomotives.

For many years large quantities of hay were shipped out of Meadowdale, a major profit-making crop for local farmers during those horse-drawn years. In the 1886 Howell & Tenney History of Albany County, the name is still given as Guilderland Station, characterized as "a hamlet of about 100", with two dealers in cut hay, a blacksmith and a "general merchant".

A few years later in 1897, when "Landmarks of Albany County" was published, rather confusingly Guilderland Station got a one-line paragraph saying it was a small hamlet with no post office, with a second one-line paragraph following, mentioning Meadow Dale as a hamlet with a post office in the "extreme southern part of town", strange since both the store and the postmaster who ran the post office in his own home were only a few hundred feet from the depot.

Soon after the opening of the depot, a Guilderland Station post office was established there in August 1864 and renamed Meadowdale in 1887. While at first the post office was actually in the railroad station, it was later either in the postmaster's house or commonly in the community's general store. Most of the mail was generated by summer visitors who hiked up the escarpment or boarding with local

farmers. A photograph of the railroad depot appeared on an early 20th century postcard, one of many sent out with a Meadowdale postmark, though most were of scenes of the Indian Ladder Road or from atop the escarpment.

The general store, for many years run by William Schoolcraft and his wife, not only served folks as the post office, for groceries and other farm necessities, but also as a gathering place to exchange news and gossip. Schoolcraft traveled the area from Voorheesville to Altamont selling groceries and picking up fresh produce.

School-age children trekked to Gardner Road to the District No. 8 one-room schoolhouse built in 1885 to replace an earlier building. The schoolhouse was not only used for education, but often hosted Sunday afternoon religious services, and served as the meeting place for a Christian Endeavor group as well. A little record book exists, labeled "Meadowdale Union Bible School list of membership 1910-1912". No church was ever built in Meadowdale, and probably most people had membership in either an Altamont or Guilderland Center church, but in the horse-and-buggy era, especially in bad weather, it wasn't feasible to go that far. In spite of the population being spread out on farms, having the general store on one road, the schoolhouse on another and no real center to Meadowdale, the people who lived there definitely identified as being from Meadowdale.

The appearance of the automobile and the rapid growth of travel by car spelled the end of Meadowdale's prosperity and identity. People no longer rode the train to board with local farmers or to walk up to Thatcher Park, as the area at top the escarpment had become known by that time. No longer having a market for hay, farmers had to switch to dairy farming, raising chickens, or get out of farming entirely. Meadowdale's store became obsolete once a short drive to Altamont's A&P or Grand Union markets became possible. During the mid-1920s, the building that once housed the general store was dismantled and reconstructed in Voorheesville.

In 1925, the D&H Railroad, facing a major decline in profits from passenger

travel, went before the New York State Public Service Commission, claiming the year before the revenue generated by the Meadowdale station was \$1,424.15, while pay for the station agent there cost them \$1,779.03. In 1924, there were only 17 freight cars forwarded and one received, because area agricultural production was declining. The D&H's chief engineer presented the information that there were only six dwellings and a combination store and dwelling with a graveled road (Meadowdale Road) running through. Seven residents appeared to protest removing the station agent and only opening the station when a train was expected, but the Public Service Commission granted the D&H's request.

In 1926, the post office was closed and residents began to receive mail delivered by Rural Free Delivery to their mailboxes. The one-room District No. 8 School educated the local children for many years eventually becoming part of the Voorheesville Central School District.

The D&H's commuter passenger service between Albany and Altamont ended in 1930. By 1931, with passenger trains no longer stopping in Meadowdale, the station was taken down and the utility building moved down Meadowdale Road a short distance for someone else's use. Farmers continued to hang on in the Meadowdale area, struggling with the changes and competition in farming and the challenge of surviving the 1930s depression. The first electrical lines were run out to the Meadowdale area only in 1936 by New York Power and Light Corp.

Today there is no trace of the station, water tower, or rail yard, though a single track still cuts across Gardner and Meadowdale road. You can drive along Meadowdale, Gardner, and Frederick roads and still see the old farmhouses and cross the railroad tracks, but Meadowdale as a community exists only in memory.

Altamont Enterprise via Doug Barron

124. **Addition for Volume XI:** Jefferson Junction at Lanesboro: *BLHS Bulletin*, October 2018, p. 29: “D&H 7412 and B&M 210, after crew change at Jeff Junction, Lanesboro, PA; September 8, 1985 photo by Tom A. Gillen. Activity due to Belden Hill Tunnel being closed for enlargement.”



During the enlargement of the Belden Hill tunnel, the D&H could not send trains from Binghamton up the former A&S to Albany. That being the case, D&H trains were brought from Binghamton to Lanesboro Junction (on the Erie, later Contrail’s Southern Tier line) and switched at Jefferson Junction to the D&H line from Jefferson Junction to Nineveh. At Nineveh, the D&H trains were then moved back onto the former A&S for the trip to Albany. In this photo, we see D&H 7412 and B&M 210 backing down the hill from Lanesboro Junction to Jefferson Junction, where the train would then be moved onto the D&H line from Jefferson Junction to Nineveh (the former L&S).

125. **Addition for Volume XVI:** Caboose No. 109 in Neawha Park, Oneonta, *BLHS Bulletin*, p. 26 (“The Receiving Yard” by Doug Barron, p. 26), article based on data reported in Shaughnessy’s “Delaware and Hudson”; pp. 395-396:

Back in history 135 years ago: The D&H and the labor movement ... On September 23, 1883, eight D&H trainmen met in a little 4-wheeled caboose in the Oneonta Yard. Caboose #10 was assigned to Conductor Charles J. Woodworth, and among other current topics discussed was the formation of an association to look out for their interests. Labor organizations were beginning to spring up, mostly isolated groups with good intentions but little power; they were easily beaten into the cinders by management.

An earlier organization, Brakeman's Brotherhood, failed to survive a strike in 1877. A short time later, the Capital City Aid Association was formed in Albany by local employees as a benefit association, and the trainmen and yardmen at Oneonta joined them. The Oneonta gathering of September 1883 decided to form an organization under the name of the Brotherhood of Railroad Brakemen, and soon absorbed the Albany group. The "brotherhood" idea spread rapidly, and from this small beginning blossomed into a national organization called the Brotherhood of Railroad Trainmen on October 23, 1899.

In later years the little caboose would become a trackless tool house. In 1924, the caboose was brought into the D&H shops, where it was refurbished as a memorial, and then put on display in Oneonta's Neawha Park.

126. Addition for Volume XXIII: Four Hensel stereocards ("Penn'a Coal Co.'s Gravity Railroad into the Coal Regions") and one stereocard by E. and H. T. Anthony & Co. ("A Ramble in Wayne County, Penn. / No. 5876 / The Delaware and Hudson Canal at the Narrows on the Lackawaxen"), located on the Internet by Stacy Gardner, Forest City, in October 2018:

These are the first Hensel stereocards of the Pennsylvania Coal Company Gravity Railroad (Nos. 1400, 1403, 1421, and 1443) that we have ever seen. There are 60 cards in the series and they are numbered 1400-1459. Given below is a list of the photographs in this Hensel series that is given on the back of photograph No.1443 given below:

A RIDE

—OVER THE—

PENN'A COAL CO.'S GRAVITY ROAD INTO THE COAL REGIONS.

Photographed and Published by L. HENSEL, HAWLEY, PA.

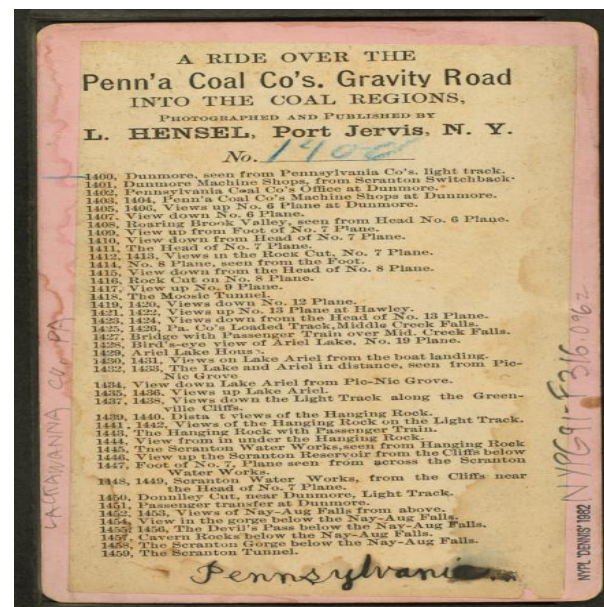
No. 1443

- 1400. Dunmore, seen from Pennsylvania Co.'s light track.
- 1401. Dunmore Machine Shops, from Scranton Switchback.
- 1402. Pennsylvania Coal Co.'s Office at Dunmore.
- 1403, 1404. Penn'a Coal Co.'s Machine Shops at Dunmore.
- 1405, 1406. Views up No. 6 Plane at Dunmore.
- 1407. View down No. 6 Plane.
- 1408. Roaring Brook Valley, seen from Head No. 6 Plane.
- 1409. View up from Foot of No. 7 Plane.
- 1410. View down from Head of No. 7 Plane.
- 1411. The Head of No. 7 Plane.
- 1412, 1413. Views in the Rock Cut, No. 7 Plane.
- 1414. No. 8 Plane, seen from the Foot.
- 1415. View down from the Head of No. 8 Plane.
- 1416. Rock Cut on No. 8 Plane.
- 1417. View up No. 9 Plane.
- 1418. The Moosie Tunnel.
- 1419, 1420. Views down No. 12 Plane.
- 1421, 1422. Views up No. 13 Plane at Hawley.
- 1423, 1424. Views down from the Head of No. 13 Plane.
- 1425, 1426. Pa. Co.'s Loaded Track, Middle Creek Falls.
- 1427. Bridge with Passenger Train over Middle Creek Falls.
- 1428. Bird's-eye view of Ariel Lake, No. 19 Plane.
- 1429. Ariel Lake House.
- 1430, 1431. Views on Lake Ariel from the boat landing.
- 1432, 1433. The Lake and Ariel in distance, seen from Picnic Grove.
- 1434. View down Lake Ariel from Picnic Grove.
- 1435, 1436. Views up Lake Ariel.
- 1437, 1438. Views down the Light Track along the Greenville Cliffs.
- 1439, 1440. Distant views of the Hanging Rock.
- 1441, 1442. Views of the Hanging Rock on the Light Track.
- 1443. The Hanging Rock with Passenger Train.
- 1444. View from in under the Hanging Rock.
- 1445. The Scranton Water-works, seen from Hanging Rock.
- 1446. View up the Scranton Reservoir, from the Cliffs below.
- 1447. Foot of No. 7 Plane, seen from across the Scranton Water-works.
- 1448, 1449. Scranton Water-works, from the Cliffs near the Head of No. 7 Plane.
- 1450. Donnelly Cut, near Dunmore, Light Track.
- 1451. Passenger transfer at Dunmore.
- 1452, 1453. Views of Nay-Aug Falls from above.
- 1454. View in the gorge below the Nay-Aug Falls.
- 1455, 1456. The Devil's Pass below the Nay-Aug Falls.
- 1457. Cavern Rocks below the Nay-Aug Falls.
- 1458. The Scranton Gorge below the Nay-Aug Falls.
- 1459. The Scranton Tunnel.

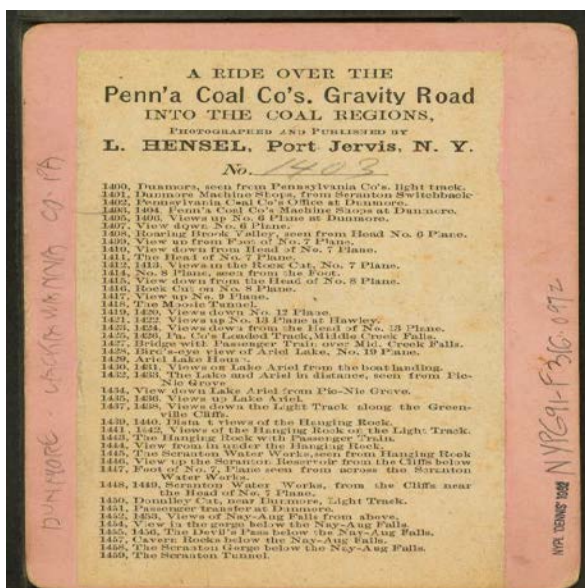
Pennsylvania.

NYPL DENNIS 1982

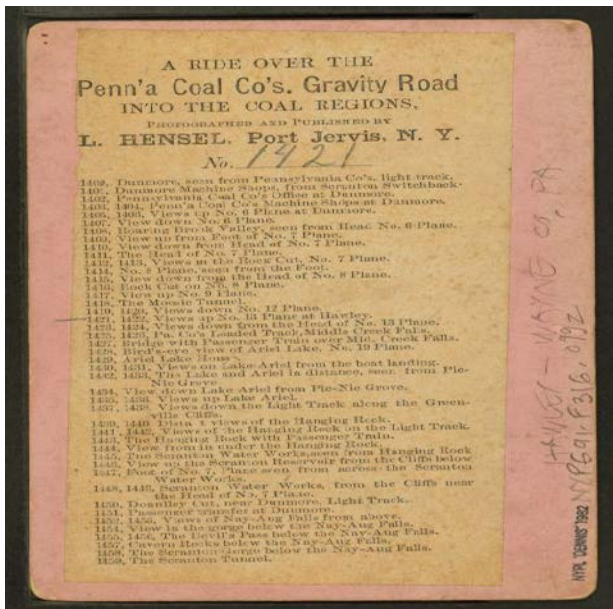
NYPL 91-F316.1002



No. 1400: "Dunmore, seen from Pennsylvania Co.'s light track"



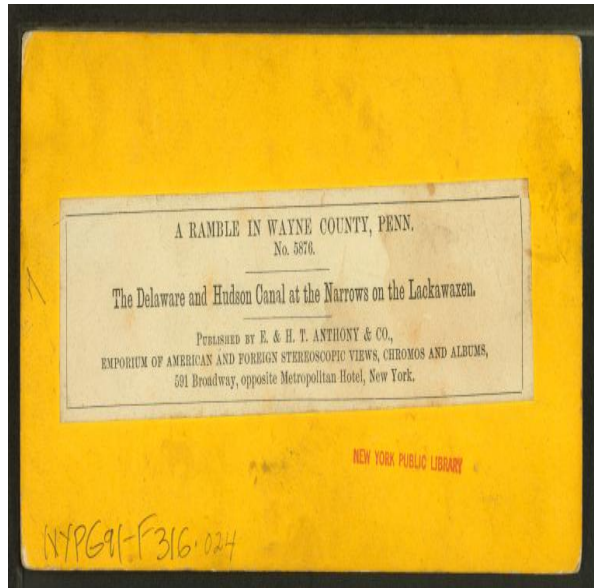
No. 1403: "Penn'a Coal Co.'s Machine Shops at Dunmore"



No. 1421: "View up No. 13 Plane at Hawley"



No. 1443: "The Hanging Rock with Passenger Train"



“A Ramble in Wayne County, Penn. / No. 5876 / The Delaware and Hudson Canal at the Narrows on the Lackawaxen” published by E. and H. T. Anthony & Co, 591 Broadway, opposite Metropolitan Hotel, New York.” The original of this stereocard is in the New York Public Library.

Pennsylvania Coal Company Gravity Railroad track notes:

- Strap rails were used on the PCC Gravity Railroad in the period 1850-1869; T-rails were installed on the PCC Gravity Railroad in the period 1870-1875.
- Rails on the loaded track weighed 40 pounds/yard; on the light track, 25 pounds/yard.
- The dimensions of mine rails: 2 ½” x 2 ½”

127. **Addition for Volume XVII:** Anthracite Miner by Debbie Minton, Carbondale. Electronic copy of this painting made available to us by Jerry Williams, Carbondale, on October 9, 2018.



128. **Addition for Volume XII:** “The Delaware & Hudson Co. / Telegraphic Train Order No. 22 / Superintendent’s Office, Albany, N. Y., June 28, 1903”: Jack Coughlin collection, posted on Facebook on October 10, 2018:

Form 31 100-PATENTED IN THE UNITED STATES AND FOREIGN COUNTRIES.

31 ORDER THE DELAWARE & HUDSON CO. 31 ORDER

TELEGRAPHIC TRAIN ORDER No. 22

Superintendent's Office, Albany, N. Y., June 28, 1903

To Eng 239 St. Schuyler

To " 240 " " "

*After Bowd extra east arrives
Run extra South Schenectady
to Painesburgh.
Meet Lewis and Steffen two
Extras last at Tully.
P.H.*

Time received 9:21 AM. OK given at 9:27 AM.

CONDUCTOR	ENGINEER	TRAIN	MADE	BY	AT	REMOVED BY
<i>Preston</i>	<i>Wellsworth</i>	<i>739</i>	<i>Complete</i>	<i>AM</i>	<i>Wm</i>	<i>Nicholson</i>
<i>Beddington</i>	<i>Preston</i>	<i>240</i>	<i>Complete</i>	<i>AM</i>	<i>Wm</i>	

129. Addition for Volume VI: Interesting reference to the old water wheel in Archbald (at the foot of Plane No. 21 on the Gravity Railroad) in an article about “ghosts” in Archbald that was published in *The Scranton Republican* of September 21, 1893, p. 7:

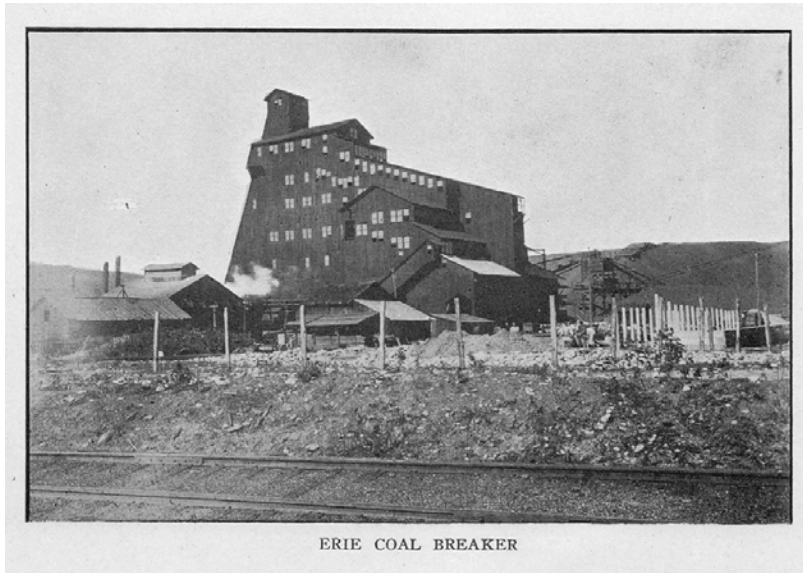
“Jack-O’-Lantern Town Ghostly Glimmerings in the Lackawanna Valley” Strange Night Scenes in the Town of Archbald -- Good Material for Ghost Stories. Phil Crehan and His Turkey -- The Mystery Easily Explained”

Have you ever heard of the ‘moving lights’ of the Lackawanna Valley? They present an interesting phase of a phenomenon which has exerted a strange influence over the minds of many persons in the mining hamlets of northeastern Pennsylvania, and particularly in and about the village of Archbald, which stands a little to the north of midway between Scranton and Carbondale. / ... These lights have been seen most frequently emerging from the mouth of an old, abandoned colliery called the Sebastopol mine, where it is said several persons met a violent death several years ago. Others have seen them dancing across the village graveyard, and others at the dilapidated water wheel [emphasis added]. . . . / The mystery of the haunting lights is easily explained. They are nothing more nor less than the old fashioned will-o’-the-wisp, sometimes spoken of as the ignus [ignis] fatuus. They arise from the gasses generated in the old mines, where the decaying timber of the props and other prolific causes contribute to their existence. Rising out of the mines at night and floating about like tiny comets, they present a strange study and are well calculated to strike fear to the stoutest heart. The town of Archbald is probably not more subject to these luminous visitants than other mining towns, but its sheltered situation between two hills gives it special opportunities for studying the phenomenon that has given rise to many a ghost story and weird tradition.--Scranton Cor. *New York Times* (*The Scranton Republican*, September 21, 1893, p. 7)

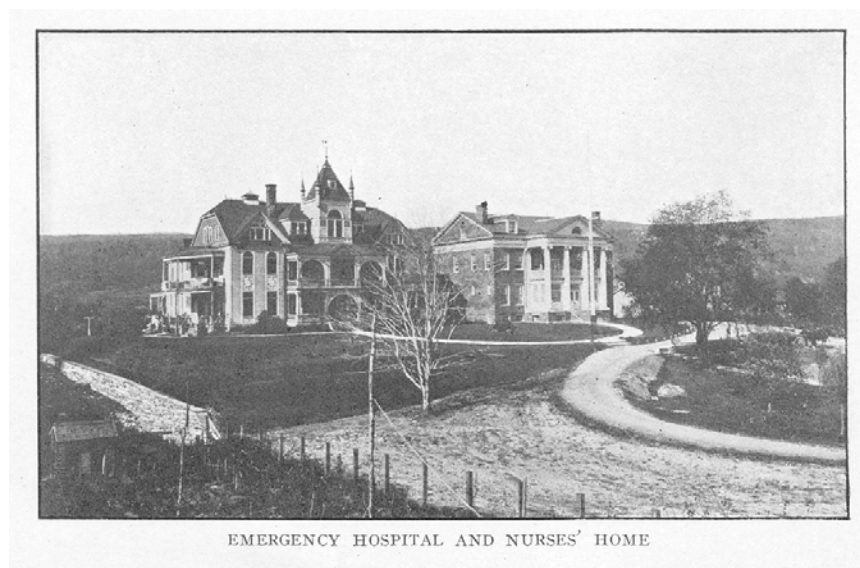
130. Addition for Volume XVIII and for Volume XXIII: Two photographs by the Carbondale photographer W. B. Foster: On October 9, 2018, Nick Caldiero, Museum Curator at the Afton Historical Society (116 Main Street, Afton, NY 13730) sent to the Carbondale Historical Society a pristine copy of “Souvenir Letter / CARBONDALE, PA.” by the Carbondale photographer, W. B. Foster that was found in their collection at Afton and declared to be marginal to the scope of their collection, and sent by Nick to Carbondale. This very choice item was produced by “The Douglas Publishing Company / Buffalo, New York / New York Ontario & Western Railroad Series / A B 1 [possibly A G I]”.

This “Souvenir Letter” contains eight photographs by W. B. Foster which, over the years, were reprinted as post cards without any indication on those post cards that the photographs in question were taken by Foster. Those eight views are of Memorial Park and St. Rose Church, Erie Coal Breaker, First Methodist Episcopal Church, Berean Baptist Church, Emergency Hospital and Nurses’ Home, Trinity Episcopal Church, Presbyterian Church, and Church of S. Rose of Lima.

The photograph of the Erie Breaker that is given below is one of those Foster photographs. On page 133 in Volume XVIII in this D&H series, two copies of this Foster photograph are shown: one as a black and white post card, and one as a colorized post card. Neither of those post cards credits W. B. Foster as the photographer.



An excellent photograph by the Carbondale photographer Cramer of the Carbondale Emergency Hospital is given in Volume XXIII, p. 78, in this D&H series. An excellent photograph by W. B. Foster of “Emergency Hospital and Nurses’ Home” in Carbondale is given in the W. B. Foster “Souvenir Letter.” Here is that photograph:



131. **Addition for Volume XVII:** Twelve black and white photographs of coal stripping operations in the 1940s in Carbondale and two in Simpson were donated to the Carbondale Historical Society on September 29, 2018 by Linda Bernarsky (500 Ash Street, Vandling, PA 18421-1718) These photos were taken by her father-in-law Mike Bernarsky in the 1940s. Here are those photos:





Shown below is an enlargement of one of the fourteen photos given above. One can not help but wonder where this photo was taken.



Shown below is another of these photos taken by Mike Bernarsky in the 1940s. This photo was taken from the upper Canaan Street area, looking North (note the well known culm pile in Simpson, which is known as “the mechanical” or “the Mechanical Dumper” by virtually all Simpson natives).



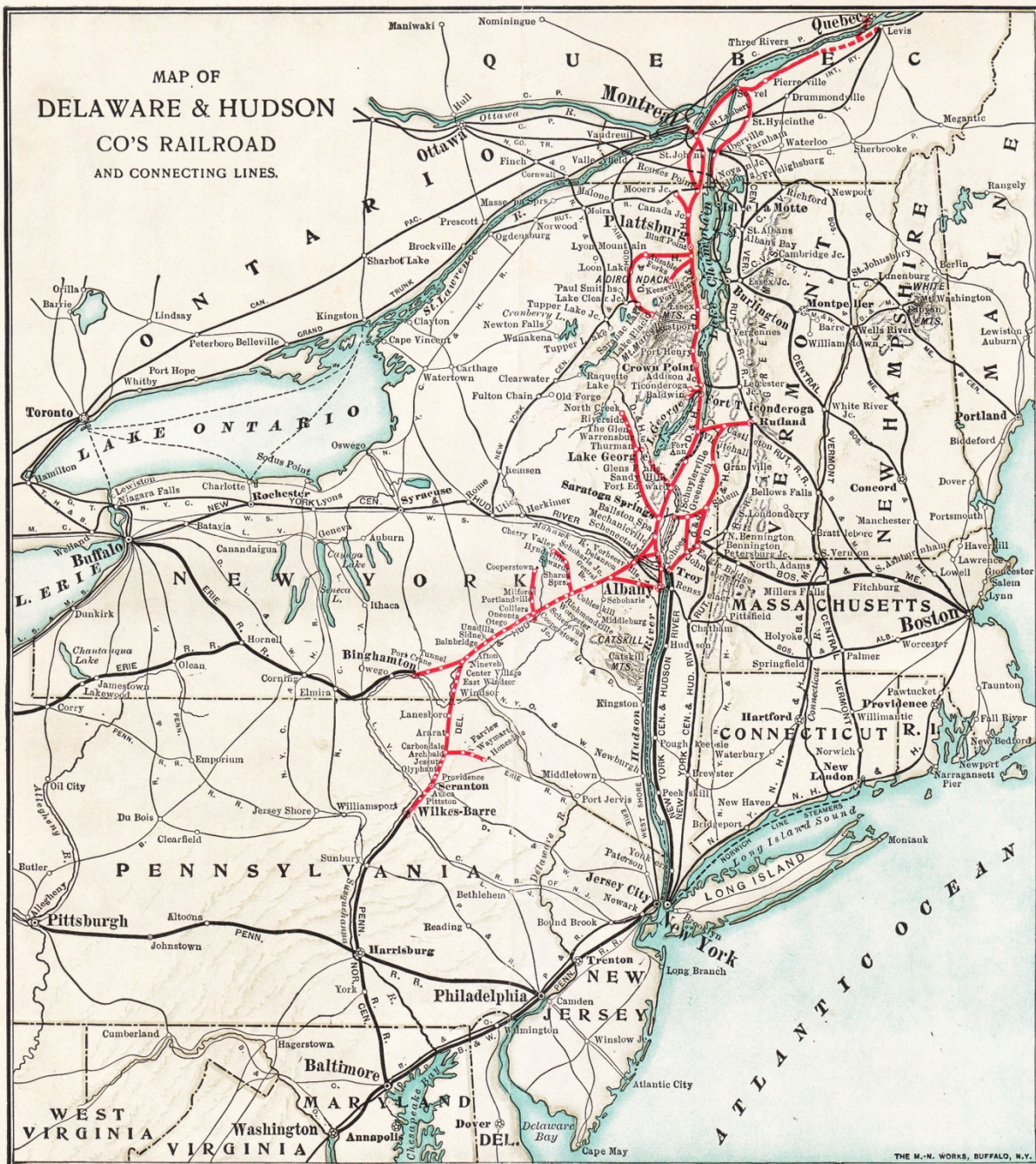
Culm pile in Simpson that is called “the mechanical” by many Simpson natives and the “Mechanical Dumper” by others.

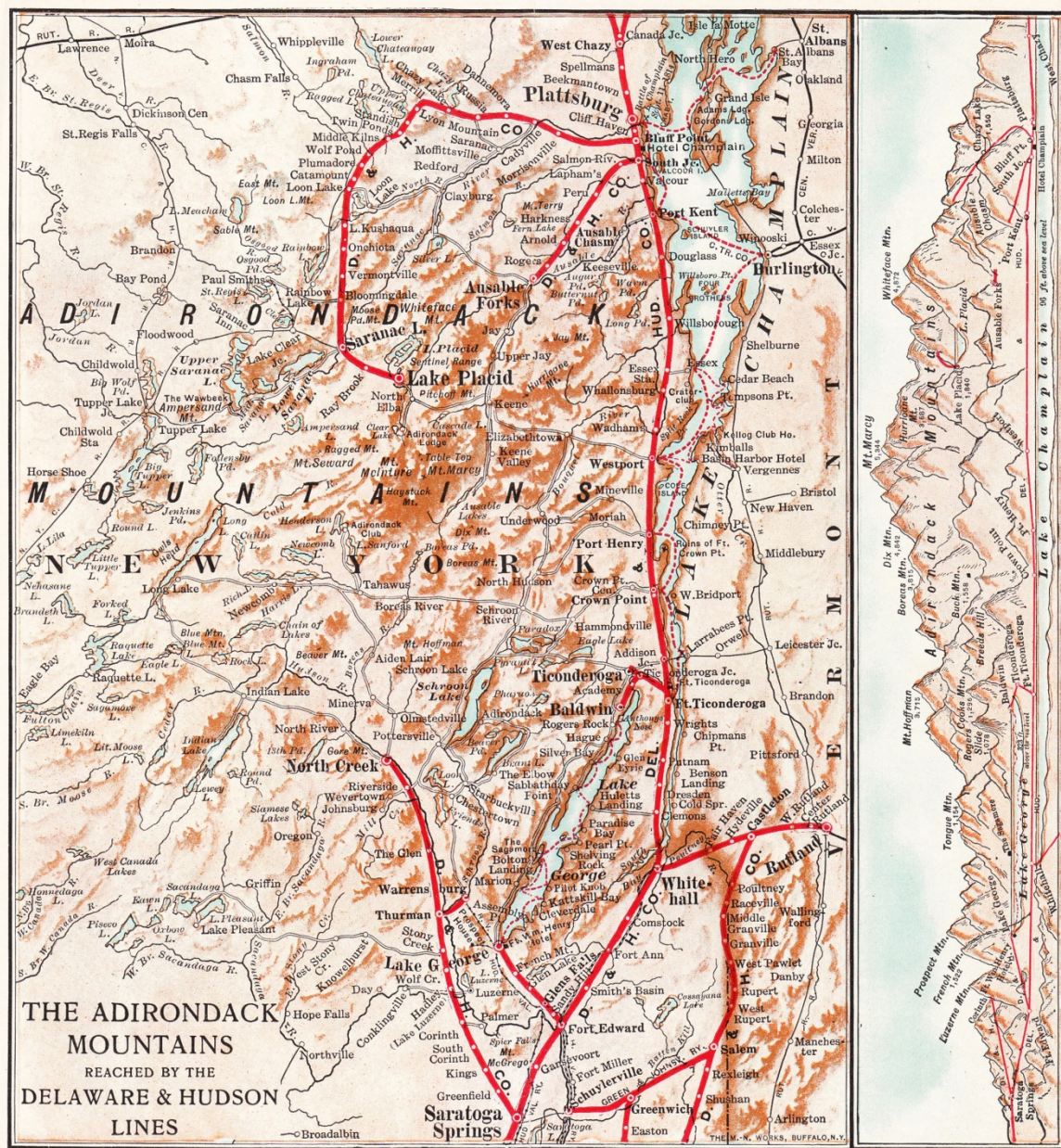
Here are seven photographs that were taken from the top of “the mechanical” on July 13, 1980 by Mike Bischak, Simpson, PA:



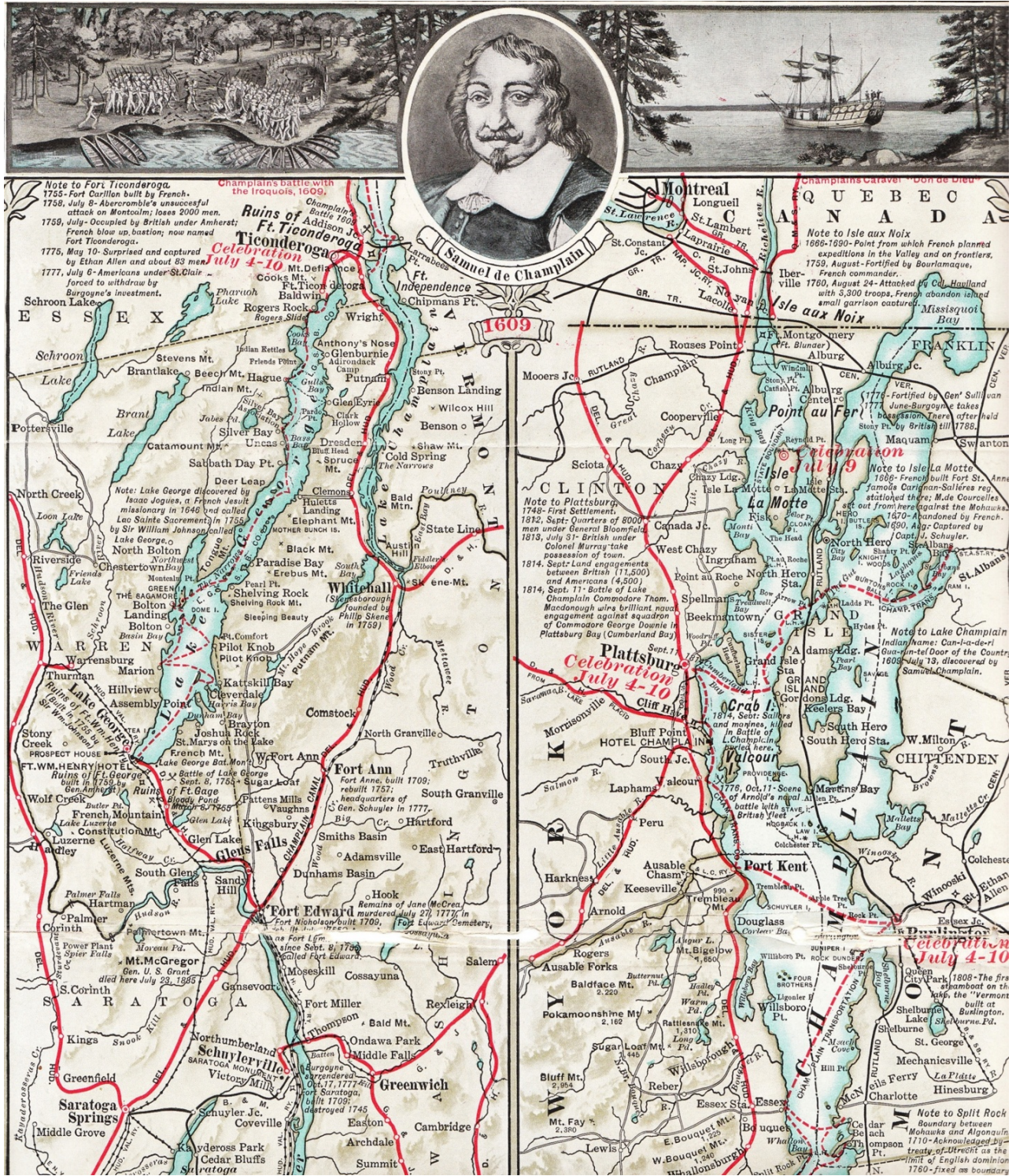
The northern
section of the D&H
Yard in Carbondale

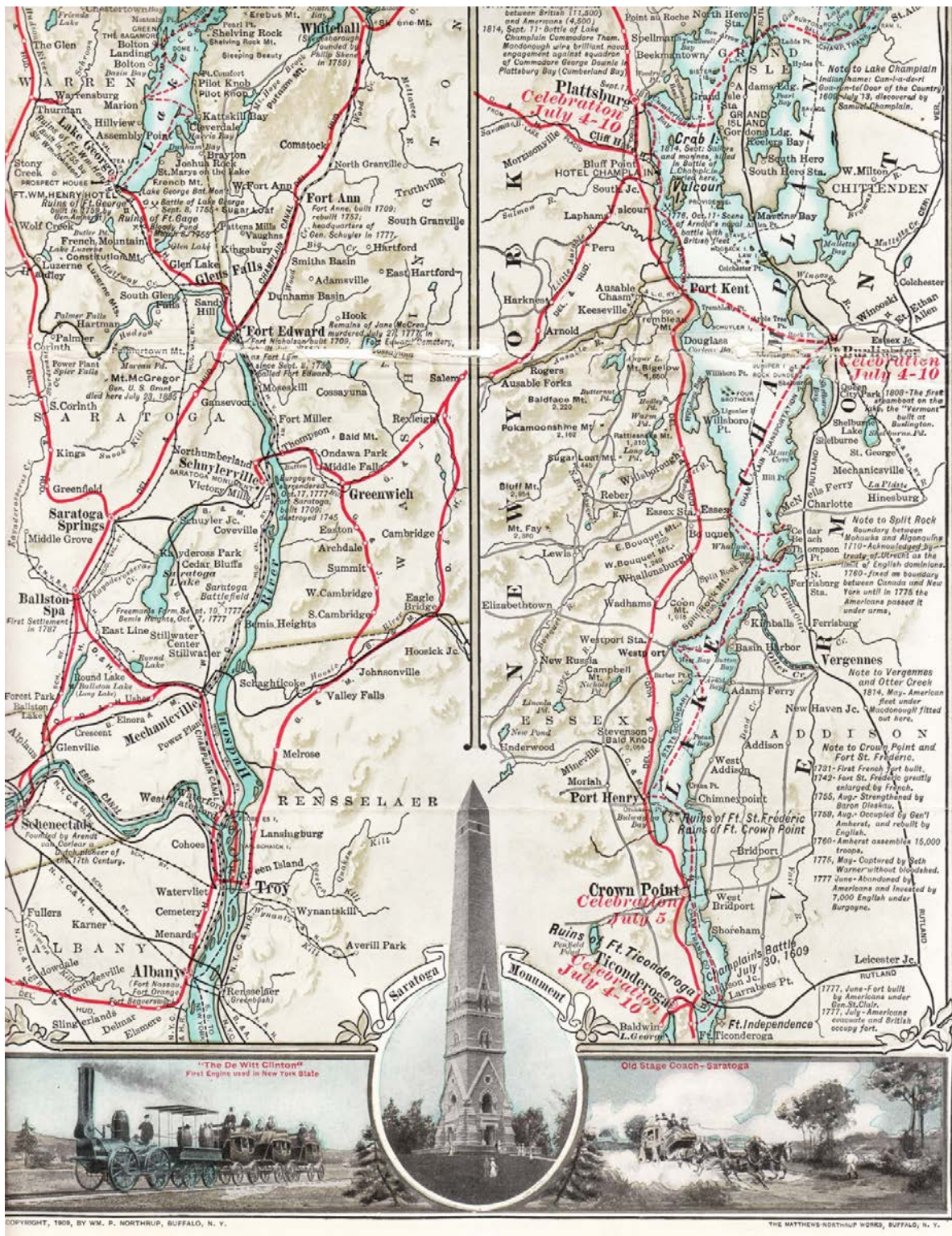
132. **Addition for Volume XII:** On October 17, 2018, Ed Stover donated 55 D&H passenger time tables, for the period 1909-1969, to the Carbondale D&H Transportation Museum. Presented in 1909 Spring Schedules are (1) Map of Delaware & Hudson Co’s Railroad and Connecting Lines, (2) The Adirondack Mountains Reached by the Delaware & Hudson Lines, and (3) Lake Champlain area of New York. Here are those three maps:





Top of map:





133. Addition for Volume V: Converting the Gravity Railroad into the Honesdale Branch of the Delaware and Hudson Railroad: the final weeks (January 13-30, 1900) of the conversion:

Drake & Stratton completed the roadbed down the mountain from Farview to Waymart by January 13, 1900. In the January 13, 1900 issue, page 23, of *The Wayne Independent* we read: “Drake & Stratton, railroad contractors, have completed their work between Waymart and Farview and the laying of the rails and ballasting of the road will likely be finished early next week, but the trains will not begin running before the first of February. The schedule time between Honesdale and Carbondale will be about an hour and ten minutes.”

Work on the Honesdale Branch track from Waymart to Farview was underway at this time. Among the improvements made was the re-structuring of the Lackawaxen River east of Seelyville, where the river was narrowed and new abutments for a one-span bridge over the Lackawaxen River at that location were constructed. A new temporary wooden bridge was installed there on the new abutments because of a delay in procuring the iron necessary for the new iron bridge. It was on this bridge east of Seelyville that the Honesdale Branch track passed from the south shore of the Lackawaxen River to the north shore, where, in a broad sweeping curve to the east the track again crossed the Lackawaxen River (just below the dam on the Lackawaxen River that forced water from the Lackawaxen River into the Canal in down town Honesdale) and entered downtown Honesdale. On January 20, during a thaw, this temporary wooden bridge was washed out by high water. In the January 24, 1900 issue of *The Wayne Independent*, p. 3, we read:

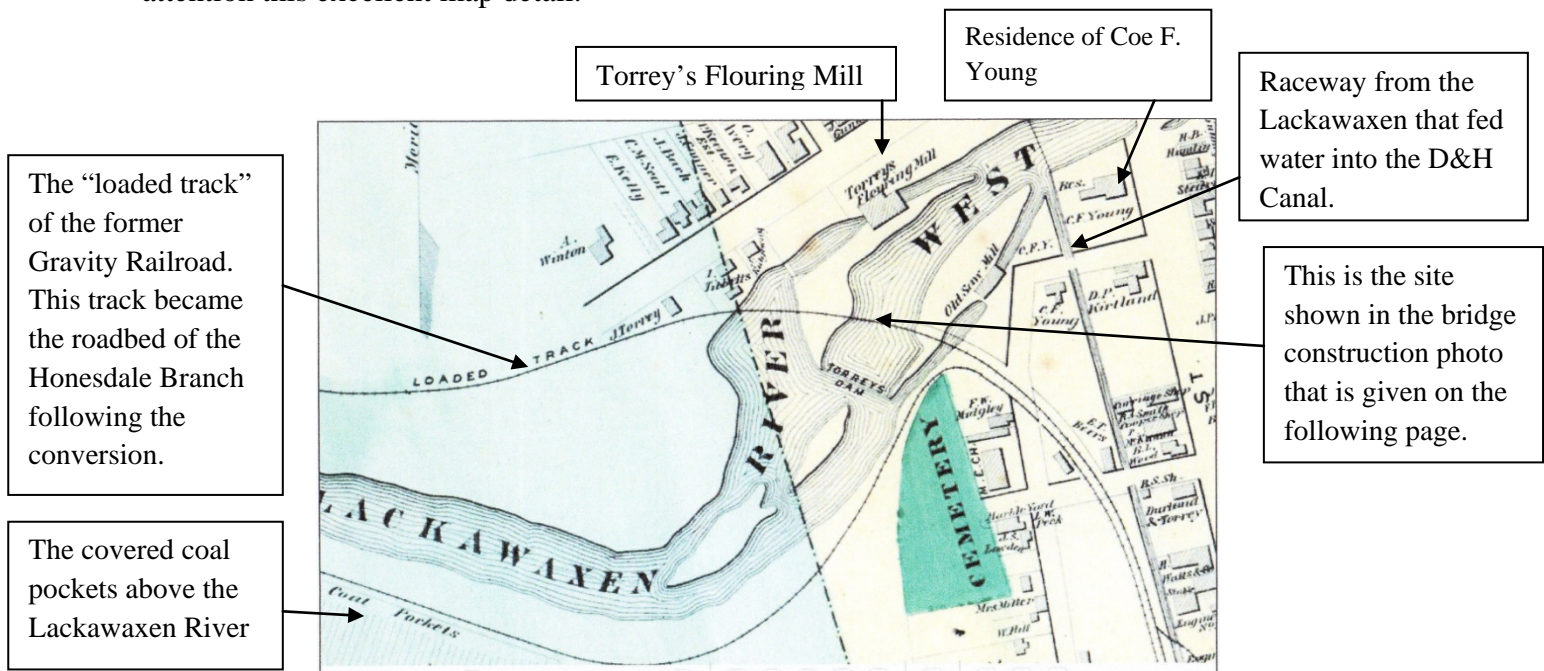
“The temporary wooden railroad bridge which spanned the Lackawaxen on the new abutments near William Rippels’ was carried out by high water on Saturday [the 20th] soon after the 5:30 evening train passed over it for Carbondale. There is no pier in this bridge, the river having been narrowed sufficiently when the new abutments were constructed to make only one span necessary. Delay in procuring iron necessitated the continued use of the temporary wooden bridge, the timbers of which extended down into the bed of the stream. When the rapid rise of water occurred during last week’s thaw, the river swelled to a torrent, and notwithstanding the structure was lashed to trees with strong ropes, it gave way under the pressure of the flood and floating ice and went out. Precautions were taken by the railroad men to avoid accident by having a detached locomotive pass over the structure ahead of the Saturday evening outgoing passenger train, but in a few minutes after the latter had gone over the river the timbers went out and the deck of the structure sagged down, being held up by the iron rails.”

Early on Sunday morning, January 21, the work of completing the bridge over the Lackawaxen River (just below Torrey’s Dam on the Lackawaxen River which forced water from the Lackawaxen River into both the branch of the Lackawaxen that powered Torrey’s Flouring Mill and the branch/raceway from the Lackawaxen that powered the Old Saw Mill; after powering those two mills, the water from the Lackawaxen River was then directed, by another dam, into the raceway that fed water into the D&H Canal: see map detail on the following page) from the

north shore of the Lackawaxen River to the south shore (see map detail below) was begun by fifty laborers under the direction of Superintendent MacMullen. By 4 o'clock that same day, the bridge was completed, and Engine No. 80, at the head of a passenger train (with no passengers) crossed the new bridge on its way into downtown Honesdale. In the January 24 issue of *The Wayne Independent*, p. 3, we read:

“Early on Sunday morning about fifty laborers, in charge of Supt. MacMullen, began the work of connecting the new track on both sides of the river with that of the old gravity, the bridge of which over the river had not been removed, and by four o'clock in the afternoon engine No. 80 and the passenger train, both of which had been held west of the washed away bridge over Saturday night and Sunday came into Honesdale. The train was met on Saturday evening at Seelyville where the passengers were transferred to a bus and carriages and conveyed to their destination. As no trains are run on Sunday there were no delays and the service went on uninterrupted on Monday.”

Shown below is a detail from the 1872 *D. G. Beers Map of Honesdale* that shows well the exact location of the bridge in question. Our thanks to Stacy Gardner, Forest City, for bringing to our attention this excellent map detail.



Given below is a photograph that was taken on Sunday, January 21, 1900, probably by J. A. Bodie of Honesdale, of the completion of the bridge from the north shore to the south shore of the Lackawaxen River at Honesdale:

Trestle, under construction, over West Branch of the Lackawaxen River and into downtown Honesdale, for the Honesdale Branch of the D&H

Former Gravity Railroad loaded track into Honesdale, with 5 work cars on the tracks there.

Torrey's Dam across the Lackawaxen River that forced water both into the D&H Canal and into the branch of the Lackawaxen that powered Torrey's Flouring Mill.



The bridge on the lower level is the former Gravity loaded track bridge. This is the bridge that is shown in the photo on page 344 in Volume IV in this series.

Completion, in one day, January 21, 1900, of the D&H Trestle over the West Branch of the Lackawaxen River into Downtown Honesdale.

What are we looking at in this photograph, which was probably taken by J. A. Bodie, the well known Honesdale photographer? We are looking west/northwest toward Park Street, which is the area where Wayne Memorial Hospital now stands. The bridge/trestle under construction is the bridge that spanned the West Branch of the Lackawaxen River near the end of Ridge Street, just west of the present hospital foot bridge. It is in this location that the original D&H trestle in Honesdale, in 1829, carried the Stourbridge Lion into railroad history.

The roadbed of the Honesdale Branch of the D&H between Waymart and Honesdale was established on the former loaded track of the Gravity Railroad which, for most of the distance between Keen's Pond and Honesdale was on the south side of the Lackawaxen River. After passing through Seelyville, the loaded track crossed from the south shore of the Lackawaxen River to the north shore, before curving to the right in a broad curve, and again crossing the Lackawaxen River, into downtown Honesdale. In this photograph, we see, center at left, a vestige of the Gravity loaded track, with several work cars on the track. In the Lackawaxen River, we also see the piers on which the loaded track crossed the Lackawaxen River on its way into downtown Honesdale. We also see a portion of the Honesdale Branch trestle that was completed to the north shore of the Lackawaxen River at the time that this photograph was taken.

On the south shore of the Lackawaxen River at his point, the Honesdale Branch trestle was also completed from the Lackawaxen River into downtown Honesdale. What is taking place in this photograph is the completion of the construction of the trestle for the Honesdale Branch over the Lackawaxen River itself, using the piers in the river from the Gravity-era loaded track bridge as the foundation upon which the new trestle would rest.

The structural components of the about-to-be-constructed trestle over the river are stacked up, to the left of the trestle site, and ready to go. There are a lot of workers on site who will erect the section of the trestle over the river itself and connect it with the completed portions of the trestle that were already completed on both shores of the Lackawaxen River. The many non-railroad men in the photograph (fancy hats and coats) are there to watch the completion of the trestle.

On February 1, 1900, the Honesdale Branch of the Delaware and Hudson Railroad opened.

Remarkable construction/engineering projects, in record time, were a regular feature of the D&H throughout its history. Consider the fact that in the period between Saturday night, January 21, 1899, and Monday morning, January 23, 1899, in less than 24 hours, the 23.74 miles of D&H gravity-gauge tracks were widened to standard gauge. In the January 19, 1899 issue of the *Carbondale Leader*, p. 5, we read:

“TRACKS READY TO BE WIDENED. / What is Being Done Along the Line of the Gravity—Another Locomotive. / Everything will be in readiness along the line of the Gravity railroad for the widening of the tracks between Saturday night and Monday morning. Spikes have been driven in the outer edges of the ties now in use and everything possible to facilitate the work is being done. The abutments on the other side of the mountain, that are too close to the tracks to permit the safe passage of standard gauge rolling stock are being taken away and bridges are being strengthened by heavy timbers. / The tracks on the planes from Farview to Waymart will be widened and used until the new route down the mountain is completed. Another engine is now in the locomotive shop to be made ready for use on the new road, making the total number five. In conversation with a railroad man this morning he said that it would be impossible to take the engines down the plane for use on the other side of the mountain and that in all probability they will be taken over the Erie & Wyoming to Honesdale. / Nothing can be learned from the various heads of departments when interviewed. No authoritative person will give credence to any theories advanced and everything published must be gained by observation.” (*Carbondale Leader*, January 19, 1899, p. 5)

That remarkable accomplishment was made possible because all of the necessary project components were in place and ready to go. The same is true with this trestle construction project at Honesdale. The trestle was completed to both sides of the Lackawaxen River (before this photograph was taken), the necessary components for the portion of the trestle over the Lackawaxen River itself were on site and ready to go. The spectators (men in fancy clothes and

hats) were there to witness this remarkable building project carried out by the D&H construction team in question. Surely there must be an article in a Honesdale newspaper about this project.

Sincere thanks to Honesdale native Dr. Kenneth Kreitner (Benjamin W. Rawlins Professor of Musicology, Rudi E. Scheidt School of Music, The University of Memphis, Memphis, TN 38152) for making available to us this remarkable photograph of the completion of the construction of the D&H trestle over the West Branch of the Lackawaxen River into downtown Honesdale.

The Honesdale Branch opened on February 1, 1900. In the February 3, 1900 issue of *The Wayne Independent* (p. 3), we read the following about personnel changes that were made following that opening:

“About one hundred men who have been employed on the D. & H. branch construction work were dismissed on Wednesday [January 31, 1900], the road being ready for the running of trains. There remains yet considerable to do but further work is to be abandoned until spring excepting at places where it is absolutely necessary. Mr. Lawler has about forty men yet employed at this place, principally at the round house. Excavations were commenced between the D. & H. brick office and the Independent building on Thursday [February 1, 1900] for the platform scales to be used in weighing coal.”

New retail sales pockets: “The damage along the Honesdale branch of the D. & H. occasioned by the late thaw and heavy rains called the carpenters away from work on the new retail sales pockets at this place. After work is resumed they will be completed in two or three weeks. There are fourteen pockets. Each will hold twenty tons, 280 tons in all. A tail track is to be constructed at the north end of them, on which will be kept a number of loaded coal cars for reserve supply.” (*The Wayne Independent*, January 27, 1900, p. 3)

About the railroad track to the coal sales pockets from the basin bridge, we read the following in the January 6, 1900 issue, p. 3, of *The Wayne Independent*:

“A railroad track to the coal sales pockets is being built from the basin bridge up to the structure, and when completed a track will also be laid from the top of the coal shutes northward.”

134. Addition for Volume XVI: Two D&H passenger tickets that were offered for sale on Facebook on November 20, 2018:

The D. & H. R. R. Corp.

BETWEEN

AND

MONTH OF

M

UNRESTRICTED CALENDAR MONTH COMMUTATION TICKET

AGENT'S STUB

Not Good for Passage

4771 Form U R

The Delaware and Hudson Railroad Corporation

This coupon in connection with Unrestricted Calendar Month Commutation Ticket for month of

is good for the FIRST TRIP between

and

VOID IF DETACHED

This Coupon to be taken up by the Conductor upon the first presentation of this Ticket, and forwarded to the Auditor at New York.

4771 Form U R

The DELAWARE and HUDSON RAILROAD CORP.

Unrestricted Calendar Month Commutation Ticket

Good for UNLIMITED RIDES WITHIN LIMIT Between

and

Valid only for Personal use of

DURING THE MONTH OF

4771

SUBJECT TO TARIFF REGULATIONS

Whitney
See "Pass's Reg."

FOR THE MONTH OF	
JAN	FEB
MAR	APR
MAY	JUNE
JULY	AUG
SEPT	OCT
NOV	DEC

THE DELAWARE and HUDSON R. R. CORP.

Fare, \$ Form 46 SC

FORTY-SIX TRIP SCHOOL TICKET

For the PERSONAL use of the Passenger whose Signature is Affixed Below

For FORTY-SIX Single Continuous Rides in either direction between

and

VALID ONLY FOR PASSAGE SUBJECT TO CONTRACT CONDITIONS ON REVERSE SIDE HEREOF, TO WHICH I HEREBY AGREE

M

Not valid after (Use rubber stamp)

3833 *Whitney*
See "Pass's Reg."

VOID IF DETACHED

Conductor to detach this coupon for First Trip and return to Auditor at New York.

GOOD IN EITHER DIRECTION

The Delaware and Hudson Railroad Corporation

AGENT'S STUB

46 SC FORTY-SIX TRIP SCHOOL TICKET

M

Fare, \$

Expires

3833

135. **Addition for Volume I:** Reference to the twenty Welsh families who settled in Carbondale in 1830 in an article by Daniel Jenkins Williamson on Welsh Calvinistic Methodism that was published in the November-December 2018 issue, p. 21, of *Ninnau* (article contributed by Charles D. Wenzel):

100 Years Of Welsh Calvinistic Methodism In America

Daniel Jenkins Williams, Ph.D.DD

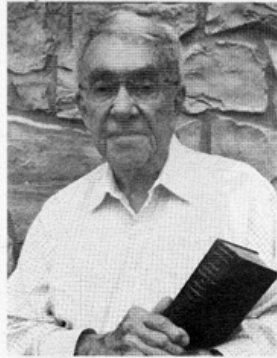
Contributed By Charles D. Wenzel

There are events that happen which seem to be ordained. Such an event was a Sunday several years ago as I was leaving church I passed by a small collection of books withdrawn from the church library and left for anyone interested to take. As an incurable bibliophile, I selected the oldest book in the rack. To my pleasant surprise, I found the book to be a wonderful 400-page volume covering a state-by-state, town-by-town, and preacher by preacher record of all the churches, ministers, and leaders who began the Welsh Churches in America. Published in June of 1937, it was written by Dr. D. Jenkins Williams, of Bryn Mawr, Wales, Wisconsin.

This book was commissioned by The Welsh Board of Missions and the General Assembly of The Calvinistic Methodist Church as a comprehensive history of the "early years of the life of the church." Financing of \$3,932. Was raised from five state synods and 21 "interested patrons."

William Hiram Foulkes of the Old First Church in Newark, New Jersey, wrote the Introduction and began by quoting Supreme Court Chief Justice Charles Evans Hughes as telling Foulkes that "his father came to America and he loved it before he saw it." Justice Hughes told Mr. Foulkes that it would be wonderful to have a history of the Welsh emigrants and their early lives in America.

The author, Dr. Williams began by stating that the book was a "memorial to the devoted labors of the fathers of Calvinistic Methodism in America and a record of service by this branch of the Presbyterian Family." Now, after 80 years, this extensive historic effort has been selected by the Committee of the Wales-PA Project to be digitized and become an integral part of the history of early Welsh American Churches and their leaders and inserted in the Aberystwyth University Library record.



Charles Wenzel

One Hundred Years of Welsh Calvinistic Methodism in America

by Daniel Jenkins Williams, Ph.D., D.D.

WITH AN INTRODUCTION
BY WILLIAM HIRAM FOULKES, D.D., LL.D.

Philadelphia:
The Westminster Press
1937

Before sending this volume away to be digitized, I wanted to share a few of the stories and histories of these pioneering Welsh people and their churches with subscribers of NINNAU. My hope is that readers might enjoy these brief stories and when the book is available in digital form, get to read the histories about their own locations and the brave people who brought their faith to America.

*In 1772 the first Welshman to enter what is now Ohio was Rev. David Jones from the Great Valley Church in Malvern, Pennsylvania. Rev. Jones left his church to labor as a missionary to the Shawnee and Delaware Indians. He was also commissioned by Congress to be the Chaplin to General Anthony Wayne who had been assigned to "put an end to the Indian troubles in Northern Ohio." Parenthetically, Rev. Jones's grandson, Horatio Gates Jones, became the President of The Welsh Society of Philadelphia.

*Following the Revolutionary War, in 1794, 1795 and 1796 a large migration of Welsh came to America, many led by Rev. Morgan Rhees, a Baptist "divine." Rev Rhees petitioned Congress for land to establish a Welsh Colony. When that failed he and some of his followers headed west along the Lancaster

Road, over the Welsh Mountains, through Caernarvon Township and leaving families in the area known as Morgantown. Rev. Rhees and other followers continued on to Columbia, crossing the Susquehanna River to Wrightsville, then onto Ebensburg and over the Allegheny Mountains to Fort Pitt establishing small church communities along their trail. Finally, Rev. Rhees and the remaining emigrants ended their long journey in Cincinnati where they settled and built a Welsh Chapel.

* The organizing of the Calvinistic Methodist church at Penycerau, Remsen Township, Oneida County, New York, in 1826 was significant and prophetic. It meant that Calvinistic Methodism was established on the American Continent. When it was accepted by the denomination in Wales, it led to many Calvinistic Methodists in the homeland coming to Oneida and the surrounding communities. Because of distances, church services in small nearby communities were held in homes except for preaching and receiving of the sacraments when they all assembled at Penycerau. By 1828 there were four churches in the area and on May 10, 1828 the first gymanva was held in America.

*In 1830 a company of Welsh immigrants consisting of 20 families traveled to Carbondale and settled at the foot of the Moosic Mountain where the

Delaware and Hudson Coal Company had opened an anthracite coal mine. Although they were of several religious persuasions, they worshipped together in their homes. They longed for a church with* an ordained minister. When Rev. Benjamin Davies visited from Oneida, they asked him to take their John Davies of Glamorganshire back with him to be ordained so that they could then receive the sacraments. Rev. John Davies became the Carbondale Church Minister and also set up other churches throughout the area. Many of those smaller churches had members who were of different faiths, yet they worshipped together in each other's homes.

*Rev. Michael Jones of Bala, lived in Cincinnati from 1848 to 1850. He planned to organize a Welsh Colony in Wisconsin. When that enterprise failed, Rev. Jones returned to Wales and in 1865 organized a following of immigrants and resources, and founded a Welsh Colony in Patagonia, a territory in The Argentine Republic. Among those immigrants was the maternal grandfather of Dr. Arturo Roberts, Founder and Editor Emeritus of NINNAU.

These and many, many more stories and adventures of our Welsh ancestors are contained in this book. What is especially interesting is the relationships of the people living today to those brave Welsh pioneers.

"In 1830 a company of Welsh immigrants consisting of 20 families traveled to Carbondale and settled at the foot of the Moosic Mountain..."

136. **Addition for Volume XXIII:** Five Welsh concerts in northeastern Pennsylvania in October/November 2018, hosted by the Carbondale Historical Society; a page-one story in the October 19, 2018 issue of *The Advantage*:



The Cŵr Dathlu Cwmtawe male choir from the Swansea Valleys of Wales will perform several times in the area.

WALES SONGS

Welsh choir to make another tour of the area

BY CHRISTOPHER CORNELL
ADVANTAGE EDITOR

The Welshmen are returning.

The Cŵr Dathlu Cwmtawe male choir from the Swansea Valleys of Wales, which last visited the area in 2015, will once again make several local stops.

Sponsored by the Carbondale Historical Society, there are five U.S. concerts scheduled, beginning with a performance in Carbondale on Sunday, Oct. 28. The society, led by Dr. S. Robert Powell, has studied the Welsh connection to this region.

Ninety Welsh families were recruited here in the 1830s to mine coal. Scranton and Bethlehem recruited Welsh iron masters from the Swansea area to start that industry, and in the process the tradition of choirs became a large part of NEPA culture

for more than 100 years.

During the tour of 2015, the Valley View High School choir sang with them on several stops. In 2017, the choir travelled to Wales for two weeks and several performances. That collaboration will continue during the latest tour: the Swansea Valley Choir will re-unite with Valley View students on Tuesday, Oct. 30.

"This Welsh choir has a special fondness for NEPA," explained Jerry Williams, one of the organizers of the tour. "Our history, both industrial and choral, is very much a part of their history."

According to Gina Pascolini, choral director at Valley View Middle and High School, when they heard the news, the students in the Valley View choir were thrilled.

"It was a mixture of excitement, feeling proud and some were a bit nervous about learning to sing music in Welsh," Pascolini said. "They are really excited about this opportunity. They realize the importance and the power music has to bring people and communities together. We have students

who already performed with Cor Dathlu Cwmtawe when Voices of the Valley toured Wales in 2017, and they are eager to be reunited with their friends."

Pascolini had several people to thank for this opportunity.

"We are grateful and most thankful for the assistance of Selwyn Morris of Ystradgynlais in Wales, who has coached us with the Welsh pronunciation," she said. "He was our coach for the 2017 tour and we have been meeting with him once a week to make sure our performance is the best it can be." She also thanked tireless concert organizer Ted Frutchey.

"The power of music truly knows no borders," she said.

The performance schedule includes:

- First United Methodist Church of Carbondale, 20 N. Church St., on Sunday, Oct. 28, at 7 p.m. Special guest: Old Forge Elementary Choralaires.

- Western Wayne High School, 1970A Easton Turnpike in Lake Ariel on Monday, Oct. 29, at 7 p.m. Special guests: Western Wayne High School Marching Band.

- Valley View High School, Tuesday, Oct. 30, 7 p.m. Special guest: Voices of the Valley Choir.

There will also be performances at the Wilkes-Barre First Presbyterian Church, and the Bethlehem Trinity Episcopal Church. Presale tickets (bought on or before Oct. 26) are \$15. Tickets will be \$20 at the door. For ticket information, call 570-282-0385. On Facebook: CD Choir US Tour 2018.

THE VALLEY ADVANTAGE

SERVING MID VALLEY &
UPPER LACKAWANNA VALLEY

THEVALLEYADVANTAGE.COM | OCTOBER 19, 2018



Those five concerts, thanks to Jerry Williams, were also announced in the November-December 2018 issue of *Ninnau*, page 5:



Return Journey



Côr Dathlu Cwmtawe Male Choir

Carbondale, Sunday, Oct. 28, 7PM

Methodist Church, 20 N Church St, 18407 (570) 282-5740

Special guest: **Old Forge Elementary Choralaires**

Western Wayne High School, Monday, Oct. 29, 7PM

1970A Easton Turnpike, Lake Ariel, 18436 (800) 321-9973

Special guests: **Western Wayne HS Marching Band**

Valley View High School, Tues, Oct. 30, 7PM

1 Columbus Dr, Archbald, 18403 (570)-876-4110

Special Guest: **Voices of the Valley Choir**

Wilkes-Barre, Wed. Oct. 31, 7PM

First Presbyterian Church, 97 S Franklin St, 18701 (570) 824-2478

Pre-concert organ interlude by **Dr. John Vaidas**

Bethlehem, Thurs. Nov. 1, 7PM

Trinity Episcopal Church 44 E Market St, 18018 (610) 867-4741

Co-Sponsored by **Trinity Soup Kitchen**

Facebook: CD Choir US Tour 2018

S. Robert Powell attended all five concerts, and served as the Master of Ceremonies at all but the Valley View concert.

Here is a color version of that same ad that was produced by Jerry Williams:



Côr Dathlu Cwmtawe Male Choir

Swansea Valley Celebration Male Choir

50 Voices in Concert

Carbondale, Sunday, Oct. 28, 7PM

Methodist Church, 20 N Church St, 18407 (570) 282-5740

Tickets: Anthracite Hotel, Carbondale Historical Society, Methodist Church
(\$15 pre-sale ends 10/26, \$20 at the door)

Special guest: **Old Forge Elementary Choralaires**

Côr Dathlu Cwmtawe Male Choir reprises their inspiring 2015 tour. They bring the gifts of song, heritage, and tradition from the Swansea valleys to the communities that the Welsh helped create through coal, iron, and culture.

Featuring

Helen Gibbon, Soprano. **Kees Huysmans**, Bass Baritone. Both are four time winners at the National Eisteddfod of Wales.

Dr. David Lyn Rees, Accompanist. A Primary Care Physician, Dr. Rees has been an international choir accompanist since his youth.

Conway Morgan, Conductor. Organist, arts educator, horse breeder.

Facebook: CD Choir US Tour 2018

Concert announced on the CDC webpage:

CÔR DATHLU CWMTAWE MALE CHOIR

**BON VOYAGE
USA TOUR CONCERT**

St Cynog's Church, Ystradgynlais
Saturday, 29th September at 7pm



Côr Dathlu Cwmtawe Male Choir, conducted by Conway Morgan and accompanied by Dr David Lyn Rees, will stage a Bon Voyage concert featuring the Artists who will accompany them to Boston, Pennsylvania and Washington at the end of October.



HELEN GIBBON
Soprano



KEES HUYSMANS
Bass Baritone

Both Artists have enjoyed many successes at the National Eisteddfodau!

The doors of St Cynog's will be opened at 6pm and the concert will commence at 7pm.
The capacity of the Church is 350, and seats will not be reserved.

Tickets £12.00

Available from members of the choir, or by contacting the choir secretary, Mr Colin Stroud on 01639 843166

Côr Dathlu Cwmntawe

At St Cynog's Church, Ystradgynlais





Côr Dathlu Cwmtawe Male Choir was formed in Ystradgynlais in November 2011 following a very successful visit to the USA by choristers from several choirs in the Tawe Valley, led by Musical Director Conway Morgan and accompanied by Dr. David Lyn Rees.

Conway is Head of the Creative Arts Faculty at a bilingual Comprehensive School, and David Lyn is currently working as a General Practitioner.

The choristers live in the valleys to the north and northeast of Swansea. Many are also members of other Choirs, while some have been encouraged to return to a male choir after several years' absence. Although Côr Dathlu Cwmtawe is young, many of its members have been singing for well over 50 years and their experience shows through in the music they make.

The Choir toured Pennsylvania again in 2015 and returned to the area around Carbondale in October 2018. This was the site of the first deep vein anthracite coal mine in the US in the early 19th century, and where the first Eisteddfod in America was held on Christmas Day 1850.

The 2018 Tour included two solo artists, Helen Gibbon and Kees Huysmans, who have been very successful in National Eisteddfodau in Wales, winning soprano and bass competitions on several occasions. They are featured on this recording with Robyn Lyn Evans who won the Blue Riband in 2007.

The Choir's music, activities, and photographs are available on their Facebook page:
@cordathlucwmtawe

Additional Musicians:

Marcus Williams	<i>Church Organ</i>
Elaine Robbins	<i>Bass Guitar</i>
Dafydd Daniel	<i>Drums</i>

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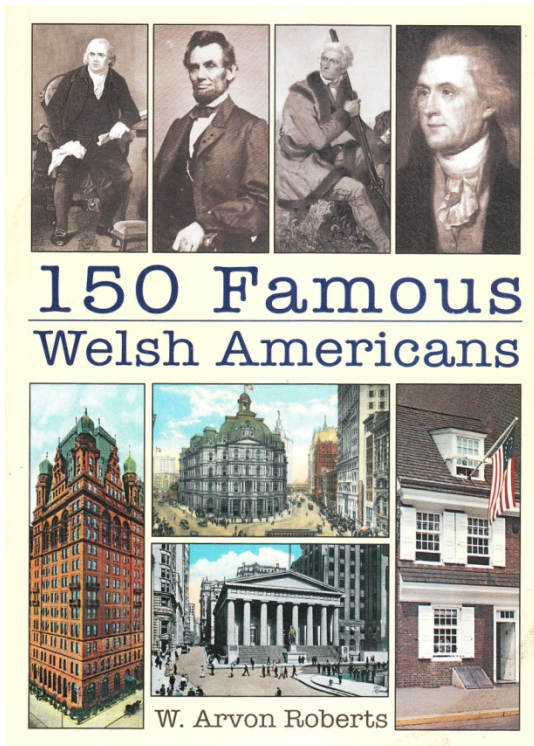
← CARBONDALE



Members of
the Cor Dathlu
Cwmtawe:
David Alwyn
Hughes
(middle row,
far right)



Huw Rees (second row; very interested in anthracite mining history), Richard Morgan (left, who gave me the book shown on the following page), and Barry Evans. In these concerts, Barry Evans gave a beautiful reading from *Under Milk Wood (A Play for Voices)* by Dylan Thomas before the choir sang the *Rev. Eli Jenkins' Prayer* from that work (which was intended for the radio rather than the stage).



150 FAMOUS WELSH
AMERICANS

*Presented to
S. Robert Powell
on October 28, 2008
by
Richard Morgan*

Richard Morgan also gave me a copy of the article by Bill Jones on the Washburn Street Cemetery that is reproduced herein on pp. 440-444.

Valley View
High School Choir
 &
Voices of the Valley
 join
Côr Dathlu
Cwmtawe
 for their
RETURN JOURNEY
 with special guests
Helen Gibbon, soprano
Kees Huysmans, bass
Conway Morgan, director
Gina Pascolini, director

Tuesday, October 30, 2018 at 7:00pm
Valley View High School Auditorium

Côr Dathlu Cwmtawe formally came into existence in November 2011, but has been evolving since May 2010 when a group of choristers under the leadership of Conway Morgan visited the area around Scranton, Pennsylvania to celebrate the 100th anniversary of the local St. David's Society.

2011 marked the 150th anniversary of the building of St. Cynog's Church in Ystradgynlais, and the touring group and others were invited to give two concerts to celebrate the occasion, and to help raise money for the maintenance of the building. It is this Choir which has become **Côr Dathlu Cwmtawe Male Choir**.

The choristers live in the Swansea, Dulais and Amman valleys, in the City and County of Swansea and in Neath Port Talbot. Many are also members of other Choirs in Ystradgynlais, Morriston, Onllwyn, Dunvant and Pontardulais, while some have been encouraged to return to a male choir after several years' absence. Although **Côr Dathlu Cwmtawe** is young, many of its members have been singing for well over 50 years and their experience shows through in the music we make.

The choir performed seven concerts in our first year - the most distant being in the Parish Church of Windsor - and the Choir is very proud that Dr Rowan Williams, the recently-retired Archbishop of Canterbury, has agreed to be our first honorary President. The Choir is accompanied by Dr. David Lyn Rees.



Conway Morgan, Director, is Head of the Creative Arts Faculty at Ysgol Bro Dinefwr, a bi-lingual Comprehensive School in Llandeilo. Conway is an honours graduate in Music from the Church since 1978. He was the organist, accompanist, and deputy Musical Director of **Côr Meibion Ystradgynlais** under Leighton Jenkins, and became their Musical Director when Leighton retired in 2000.

In addition to directing choirs, Conway enjoys the thrills and challenges of staging musical theatre productions at school. His passion outside music is the breeding of Registered Welsh Ponies and Cobs, and his website address is www.cwmtawe.com.

Conway recently received the High Sheriff of Powys Award for Service to the Community.

Dr. David Lyn Rees, Accompanist, graduated with a degree in Natural Sciences from Girton College, Cambridge in 2008, and from the School of Medicine, Cardiff University in 2013. His first post was at the Princess of Wales Hospital in Bridgend and he is currently working as a Primary Care Physician in Bridgend.

He is a former pupil of Ysgol Tre-gib where he was taught by Conway Morgan. He was the school choir's accompanist and travelled with them on their tour of Canada and the United States in 2006.

David was the accompanist for **Côr Meibion Ystradgynlais** from April 2007 and toured with them to Wrexham, Cornwall, and Guernsey. He has been the accompanist of **Côr Dathlu Cwmtawe Male Choir** since it was formed in 2011 & travelled to the USA with them in 2015.

Helen Gibbon, Soprano, from Carmarthen, South Wales, Helen has won the soprano solo competition at the National Eisteddfod of Wales four times. She is a past member of the BBC Welsh Chorus and the Swansea Bach Choir and has toured Internationally.

Helen cannot remember a time when she was not involved in singing. There was always cultural activity in the community of Llangunon on the outskirts of Carmarthen South Wales from where she hails. She also sang with the Carmarthen Amateur Operatic Society in their productions of the New Moon, Showboat and the Mikado.

She is a Latin graduate of Aberystwyth University, where she played the lead in a number of Gilbert and Sullivan operas, and from there went on to pursue a teaching career, first at Ysgol Gyfun Ystalyfera, then at Tregib Llandeilo and at Ysgol Bro Myrddin where she was Head of Religious Studies. While a student at Aberystwyth she studied singing with Roderick Jones and later Hazel Holt and continued her studies with Blue Riband Winner Nancy Bateman and the acclaimed operatic singer Joan Carlyle.

She has on four occasions won the soprano solo at national level making her a contender for the Blue Riband at the National Eisteddfod of Wales and has also been successful as the conductor of children's choirs at the Urdd National Eisteddfod. She is a past member of the BBC Welsh Chorus and the Swansea Bach Choir and She has also trained children's choirs and accompanied them on tour of Holland and North America.

She was guest soloist of Ystradgynlais Male Voice Choir on their tour of North America in 1989, 2000 and of **Côr Dathlu** in 2010 and 2015.

Swansea and which has also extensively travelled, performing at venues in Poland, Barcelona, Germany, Austria and in Rovigo in Northern Italy. Her vocal repertoire is extensive and she continues her vocal studies with Miriam Bowen. Helen enjoys the privilege of being able to entertain audiences both as conductor and soloist.

Kees Huysmans, Bass, born and bred in the Netherlands, Kees came to live in Wales in 1981. He joined the local male voice choir, to learn the language of heaven and discovered the pleasure of singing.

He now performs regularly at local concerts and Eisteddfodau. Some of the highlights of his singing career have been a Master Class with Stuart Burrows and taking part in the Joseph Parry opera, *Blodwen*. Another highlight was returning to Holland with Cor Meibion Cwmann and performing there in a number of concerts.

Kees has won the Bass solo competition in the National Eisteddfod in 2011, 2012 and 2014. In 2016 he won the coveted Rhuban Glas in the Abergavenny Eisteddfod. He has sung with the Burry Port Opera in *Merry Wives of Windsor*, the role of Mr Page in 2013, in their production of *Maria Stuarda* in 2014 as Sir William Cecil and in 2015 he was one of the conspirators in the *Masked Ball* by Verdi. He also sung the role of Gremin with Opra Cymru in 2014 and again in a production for Rhosygilwen in July 2017. Another highlight last year was to perform with my wife in Melbourne Australia for the Welsh communities annual St Davids day celebrations. The weight of expectations from the nation, singing the "can y cadeirio" in the Eisteddfod Ynys Môn last year.

Very much looking forward to discovering the audiences during our tour of the USA.

Côr Dathlu Cwmtawe

FIRST TENOR

Roger Castle, Gareth J. Davies, Noel Davies, David Hewlett, Roy Higgins, Lyndsey Morgan, Jeff Ripton, Wyn Davies, Stuart Kangley, Mal Clark, Brian Davies, & Lyn Thomas

SECOND TENOR

Jeff Lloyd, Clive Wilson, Dai Wyn Thomas, Malcolm Evans, John Lundie, Alwyn Hughes & Ivor Griffiths

BARITONE

Royden Bevan, Michael Evans, Kenneth Richmond, Mike John, Jim Lenette, Colin Stroud, William Thomas, Rhys Williams, Arwyn Morgan, Del Morgan, Huw Williams, Brian Llewelyn & Huw Rees

BASS

Alan George, Ben Tudor Lewis, Richard Morgan, Barry Evans, Howard Johnson, Frank Groom, Owen Pugh, Glyn Thomas & Gwyn Davies

Côr Dathlu Cwmtawe repertoire chosen from the following::

Speed Your Journey.....(Nabucco) Verdi
Bring Him Home from *Les Miserables*.....CM Schoenberg
Gwahoddiad.....L Hartsough
Mi glywaf dynyr lais.....L Hartsough
World in Union.....Skarbeck, Holstarr. MD Williams
Hafan gobaith.....D Rees
Anfonaf angel.....Robat Arwyn
Dashenka.....El Ffwoc
You Raise Me Up.....Graham, Leveland
The Wonder of You.....Baker Night
Anthem from *Chess*.....T Rice, B Anderson, B Ulvaeus
Shenandoah.....American Folk
Llanfair.....R Williams
With A Voice of Singing.....Martin Shaw
Psalm 23.....Euros Rhys Evans, arr DL Jenkins
You'll Never Walk Alone from *Carousel*.....R Rodgers, O Hammerstein
O Gymru.....Richards, Brinley
Y Cwm.....Chiswell, CA Morgan
Bui Doi from *Miss Saigon*.....CM Shoenberg
Superstar.....B Bramlett, L Russell
When the Saints Go Marching In.....traditional, arr. Hood
Eli Jenkins' Prayer.....R Hancock-Child
Nun's Chorus from *Casanova*.....J Strauss, arr. DL Jenkins

Valley View High School Choir

SOPRANO

Katelyn Ainey, *Haley Bronson, *Shaylyn Chilek, *Beatrice Chindemi, Aaliyah Condida, *Hannah Danielowski, Emily Doherty, Mackenzie Drutherosky, Destiny Farmer, Cammie Gillar, *Kara Hirjak, Mikayla Katchmore, Brianna Kohut, Jacey Kondash, *Emily Mattise, *Mia Mercatili, Zoe Metshulat, Kayla Morgan, Lexie O'Halloran, *Tori Reed, Natalie Sweeney, Christina Torres, Maddison Walsh, Julia Zadzura & Nicole Zuzzio

ALTO

Olivia Blockberger, Mayer Crean, Delayne Dennis, *Dominique Ferraro, Ava Giombetti, Melina Gioupis, Liz Hubal, Bryn Karlavige, Roxi Lameo, Elizabeth Lown, *Morgan Masters, *Gia Mercatili, Paige Morgan, *Katie Morisco, Julia Newberry, Jocelyn Oveson, *Mia Tomassoni, *Mollie Walsh & *Lorna Yushinsky

TENOR

Connor Carden, *Ryan Coleman, Hayden Holly, Noah McKane, *Noah Nielsen, *Noah Reed, *Ethan Symuleski & *Vito Rotell

BASS

Evan Anderson, *Noah Benjamin, *Logan Burns, Elisha DeSouza, Joseph DeSouza, John Evans, *Bobby Ferraro, Sam Hernandez, Chris Huynh, *Jared Ramos, *David Reyes, *Leo Sirianni, *DaiCoda Strackbein, Brady Snyder, *A.J. Temple, Gavin West & *Nathaniel Worrell

* Voices of the Valley members

Valley View School District has a long tradition of musical excellence and is most grateful and thankful for the continued support of the Valley View Administration, Valley View Community and most especially the Music Parents.

The Valley View High School Choir is an elective course which meets and rehearses every other day for ninety minutes. Numerous members of the choir have achieved choral honors within the National Association for Music Educators (NAME) and its state affiliate, the Pennsylvania Music Education Association (PMEA). Students have successfully auditioned for and performed in District, Region, All-State, All-Eastern and National Choirs.

They are active within the Valley View Community often performing for school events and beyond. The entire music department was featured for Music in Our Schools Month in March of 2014 on the local ABC Affiliate, WNEP-TV. The entire choir is thrilled to have Côr Dathlu Cwmtawe return to the Lackawanna Valley and honored to have them at our school.

Voices of the Valley is a twenty nine member select choir from students who participate in Valley View High School's Concert Choir. When Gina Pascolini, Choral Director for the Valley View High School, was asked if she and her students would perform with a visiting Welsh Male Choir, she had no idea that her acceptance would result in an international odyssey of friendship and song.

In October of 2015, Côr Dathlu Cwmtawe, (The Swansea Valley Celebration Choir), came to the Lackawanna Valley, a place of historical significance to Wales and America, to sing and honor those who had come before in the 1830's. Valley View's talented youngsters had earned a reputation of excellence and professionalism. Gina, was known to the choir for Valley View's *Vivace!* choir performance for The Saint Francis Assisi Kitchen. This was an unforgettable event featuring The Catholic Choral Society, The Burlington Welsh Male Choir, and Valley View's *Vivace!*. Their performance with the 60 voice Swansea choir directed by one of Wales' most renowned conductors exceeded everyone's expectations.

In 2016, The Côr Dathlu Cwmtawe Male Choir and *Her Majesty's Representative to the County of Powys* (In the heart of the Swansea Valleys) officially requested that the talented singers of Valley View come to Wales to represent our valley in combined events with Côr Dathlu Cwmtawe and their Regional High School, Ysgol Bro Dynefwr in June of 2017.

Voices of the Valley was honored and most proud to tour parts of the United Kingdom and South Wales for fourteen days as they performed with such esteemed Welsh Choirs: Côr Dathlu Cwmtawe, Morristown Rugby Welsh Male Choir and Cor Meibion Pontarddulais Male Choir. Voices of the Valley also performed with students from many Welsh schools: Ysgol Ystalferra, Ysgol Bro Dinefwr, Ysgol Bae Baglan and Morristown Comprehensive School. The choir also gave short performances at the following venues: St. Paul's Cathedral, London, Tintern Abbey, Dan yr Ogaf Caves, Craig Y Nos Castle, National Botanical Gardens, Dylan Thomas Boathouse, St. David's Cathedral, the Welsh Senedd, The Buskagynlais Festival and commemorating the opening of the refurbished Daniel Protheroe Memorial Park dedication ceremony honoring Daniel Protheroe.

Here at home, the choir continues to pursue its goal of representing the Lackawanna Valley as they perform for school events and reach out to the community. They give annual holiday concerts, perform at local nursing homes, they have performed at the annual dinner for the St David's Society and la festa dei Ceri in Jessup, PA. Most recently, Voices of the Valley was the opening act for Semi-Toned, the award winning a cappella choir which hails from the University of Exeter in London. In November they will record for WBRE's *Sounds of the Season*.

Voices of the Valley is excited to reunite with their friends from Wales and want to give a special shout out to Mr. Selwyn Morris as he mentored VVHS Choir and Voices through the process of learning the pronunciation of the Welsh language.

Voices of the Valley has an extensive performance schedule for the 2018-19 school year as they prepare for their 12 day tour of Italy in June 2019. They will give performances in Gubbio, Sorrento and Rome, to name a few.

PROGRAM

Welcome.....Dr. Rose Minniti, Superintendent

Valley View High School Choir

The Star Spangled Banner.....Francis Scott Key
Rhyfelgyrch Gwyr Harlech.....arr. Leonard Morris
Tshotsolozoa.....Trad. South African, adapted, Jeffrey Ames
Ryan Coleman, soloist

Côr Dathlu Cwmtawe

Selections from varied repertoire

featuring soloists

Helen Gibbon, Soprano

Kees Huysmans, Bass

~ INTERMISSION ~

Voices of the Valley

Rachie/Alleluia.....Caradog Roberts
White Winter Hymna.....Robin Pecknold, Arr. Alan Billingsly

Côr Dathlu Cwmtawe

Selections from varied repertoire

featuring soloists

Helen Gibbon, Soprano

Kees Huysmans, Bass

Combined Choirs

Mae Hen Wlad Fy Nhadau.....James James

Both autographed this program

as did Barry Evans

Upcoming Choral Events

November 8, 2018 - 7:00pm

Valley View High School Auditorium

Valley View High School Concert Choir and Voices of the

Valley Annual Cabaret

Featuring VVHS Choir students

November 9, 2018 - 2:00pm

Gino Merli Veterans Center

Voices of the Valley performs for

residents of Gino Merli Veteran's Center

November 10, 2018 - 11:00 am

Voices of the Valley performs for World War I Dedication

McDade Park, Scranton

November 14, 2018

Voices of the Valley recording session

for WBRE *Sounds of Season*

Aired during December 2018 on WBRE

December 5, 2018 - 5:30pm

Viewmont Mall, Scranton, PA

Valley View High School Concert Choir

and Voices of the Valley in Concert

December 6, 2018 - 7:00pm

Valley View High School Auditorium

Valley View High School Concert Choir

and Voices of the Valley in Concert

December 9, 2018 - 2:00pm

Queen of Angels Parish, Jessup, Pa

Voices of the Valley performs their annual holiday concert for the community.

December 16, 2018 - 2:30pm
St Mary's Church of the Immaculate Conception,
Wilkes-Barre, Pa
Voices of the Valley performs their inaugural holiday concert
for the Luzerne County community.

December 19, 2018 5:30-8:30pm
Voices of the Valley's 3rd annual
caroling for the Valley View community.

January 2019 Date TBA
Voices of the Valley performs at
Christ the King Parish, Archbald, PA

May 5, 2019 - 2:00pm
Queen of Angels Parish, Jessup, Pa
Voices of the Valley performs their annual spring concert for
the community.

June 2, 2019 - 3:00pm
Temple Hesel, Scranton, PA
Voices of the Valley performs an encore of the May 5th spring
concert for the community.

June 13-24, 2019
Voices of the Valley Italy Tour

*Very nice program produced
by Valley View. The Methodist
Church + Western Wayne +
Bethlehem should have
produced a program,
Follow the Performing Groups on Social Media!
but they did not.*

~Facebook~
@CorDathluCwmtawe
@CSChoirUSTour2018
@VVHSPerformingArts
@VoicesoftheValley

~Twitter~
@VVPerformingArt
@VVCVoices

~Instagram~
~vvhsmusic~
vvc_voicesofthevalley

~YouTube~
VVHS VoicesoftheValley

SPECIAL THANKS

Mr. Ted Frutchey
Carbondale Historical Society
Tour Coordinator
Ambassador to Wales

Dr. S. Robert Powell, President
Carbondale Historical Society

Mr. Jerry Williams
Media Consultant

Mr. Conway Morgan, Director
Côr Dathlu Cwmtawe

Mr. Alan George, President
Côr Dathlu Cwmtawe

Mr. Selwyn Morris
Côr Dathlu Cwmtawe

Mr. Marty Ort
Accompanist

Mr. Ken Rupp
Lights & Sound

Valley View Performing Arts Booster Parents & Officers

Valley View Administration and Board of Education

Mr. Kelly Swift & the Valley View Maintenance Staff

Mr. Nick Germano & the Valley View Food Service Staff

Valley View Administration

Dr. Rose Minniti, Superintendent

Mr. Corey Castellani, Business Manager

Mr. Michael Boccella, Director of Curriculum and Instruction

Mr. Christopher Mendicino, High School Principal

Mr. Larry Pegula, Assistant High School Principal

Mr. Craig Sweeney, Middle School Principal

Mr. James McKane, Assistant Middle School Principal

Mr. Brian Durkin, Intermediate Principal

Mrs. Maria Kishel, Elementary Principal

Mr. Jeremy Pichany, Director of Special Education

Mr. Kelly Swift, Director of Maintenance

Valley View School Board

Mrs. Ellen Nielsen, President

Mr. Tom Owen, Vice-President

Mr. Joseph Mondak, Secretary

Mr. Joseph Koniszewski, Treasurer

Mr. James Addley

Ms. Tina Jezuit

Mr. Curt Camoni

Mr. William Shanley

Mr. Christopher Smith

Attorney Richard Fanucci, School Board Solicitor

Mr. Chris Killiany, Athletic Director

Mr. Ernie Williams, Technology Coordinator

Mr. Fran Paone, Microcomputer Technician

137. Addition for Volume XXIII: The Sunday School movement was the vision and work of a great Welsh pastor of the late 18th and early 19th century, Thomas Charles of Bala. The article given below was published in the November-December 2018 issue of *Ninnau* (p. 31):

Thomas Charles and the Sunday School Movement

By Thomas Lawton Jones

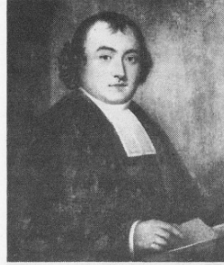
One institution has had more influence on the growth of evangelical Christianity than any other. The Sunday school has formed the foundation for local churches and produced strong Christian leaders by providing biblical education for all ages. What is virtually unknown is that the genesis of the modern Sunday school movement was the vision and work of the late 18th and early 19th century: Thomas Charles of Bala.

Books on the history of Christian education, however, credit Englishman Robert Raikes with the institution of the Sunday school, though he was not its founder but its primary promoter. In the 1700s, preteen children were working in factories, sweatshops, even coalmines, or they simply roamed the streets of large cities like London, often getting into trouble. Only the wealthy could afford to educate their children, and as a result illiteracy was widespread in the British Isles. Concern for the plight of these poor children moved a Baptist deacon and businessman in London, William Fox, to collaborate with newspaper editor Robert Raikes to organize

schools on Sunday to teach reading and writing through the use of the Bible. The movement caught on and soon spread throughout England and Scotland.

In Wales, the charity schools founded by Griffith Jones in 1730 under the auspices of the Society for Promoting Christian Knowledge (SPCK) came to number over 3,000, and it is estimated that over 150,000 children and adults were educated by itinerant teachers who met in makeshift facilities. But the temporary nature of the circulating schools and the lack of teachers led to their decline by the late 1700s. Thomas Charles revived the schools as a function of the chapels, with classes held every Sunday. Following the vision of Griffith Jones, the Sunday schools were not just for poor children (as the English model had been) but for all ages, teaching not only reading but a knowledge of the Bible and Christian doctrine. One of those students, Mary Jones, would gain fame for her 26-mile barefoot walk to Bala to obtain a Bible from Mr. Charles!

Thomas Charles (1755-1814) was born in Langmoor, Carmarthenshire, and he was converted under the ministry of Daniel Rowland at Llangeitho.



Charles was educated at the Carmarthen Academy and Jesus College, Oxford. He was ordained a deacon and served curates in Somerset and Marionethshire. In 1784 Charles fully committed himself to the Methodists in Bala, where he established a dynamic ministry that reached out to all of North Wales and beyond, establishing Sunday schools in scores of chapels throughout Wales, despite much clerical opposition. Even some Methodist clergymen opposed the schools, asserting that the teaching of reading on the Sabbath was a sacrilege.

To account for Charles's phenomenal success, one might point to his great organizational skills, winning personality, love

for the Welsh people and deep concern for their spiritual well-being. All this was true, but what stood out most was his sincere humility. John Morgan Jones and William Morgan described Charles in their 1890 work:

He knew nothing of pride. He was one of the humblest men who ever lived. He eventually wielded an immense influence amongst the Methodists; they considered him as an angel of God . . . but in all this he did not promote himself, but rather, every honour laid upon him only drove him lower in the dust . . . In contrast to [Howell] Harris, Mr. Charles brought his plans to fruition by explaining their nature and showing their necessity, and in such a winning way that all were carried with him as by the current of a river. And all his arrangements were admirably practical. He had an almost infallible instinct for identifying the country's need, and producing a plan to meet it. We could attribute the impact of his influence to his notable wisdom, his perfect courtesy, his deep humility, his never-ending commitment to the service of his Connexion and country, and above all to his sincere godliness. Because of these virtues, Mr. Charles became a king

amongst the Methodists without seeking the position in any way.

On Wednesday, 5 October 1814, Thomas Charles breathed his last on earth. His last words were, "There is a refuge!" Then he went to his heavenly reward. But he left a lasting legacy to the Christian world: The Sunday School. What Thomas Charles accomplished in the Wales of his day is seen in churches all over the world today:

. . . old men and old women are to be seen leaning on their walking sticks, their spectacles on their noses, seated as a class around the Word of God, with the intention of understanding its teaching; while nearby classes of infants and children, boys and girls of every age and status, give themselves to the same task.

As the old chorus goes, "Everybody ought to go to Sunday School!"

Resources

Davies, John. *A History of Wales*. London: Allen Lane The Penguin Press, 1993.

Douglas, J. D. gen. editor. *The New International Dictionary of the Christian Church*. Grand Rapids: Zondervan, 1978.

Jones, John Morgan and William Morgan. Trans. John Aaron. Edinburgh, UK and Carlisle, PA: Banner of Truth Trust.

November-December 2018

NINNAU

Page 31

138. Addition for Volume IV: The Avondale Mine Disaster, Part 2: *Ninnau*, November-December 2018; p. 31; Part 1 of this article (see No. 94 above) was published on pp. 28-29 of *Ninnau*, September-October 2018; pp. 334-335:

The 1869 Avondale Mine Disaster: A Trans-Atlantic Welsh Tragedy, Part 2

Ninnaw
November -
December
2018, p. 31

By Jonson Miller

While the newspapers of Wales were responding to the Avondale tragedy, the Welsh-American press was of course responding as well. In fact, there were not really two separate presses, at least not defined by what side of the Atlantic they were on. Perhaps there were separate English- and Welsh-language presses. But the Welsh-language presses of the two countries were integrated by sharing articles and publishing letters from people on the opposite side of the Atlantic. In fact, one of the purposes of this press and these letters was to maintain ties between individuals, families, and communities on both sides of the ocean. In other words, one purpose of the Welsh-language press was to maintain a single trans-Atlantic Welsh community. This article examines the Welsh-American response to the Avondale tragedy, both in the Welsh-language press and in other evidence for public opinion.

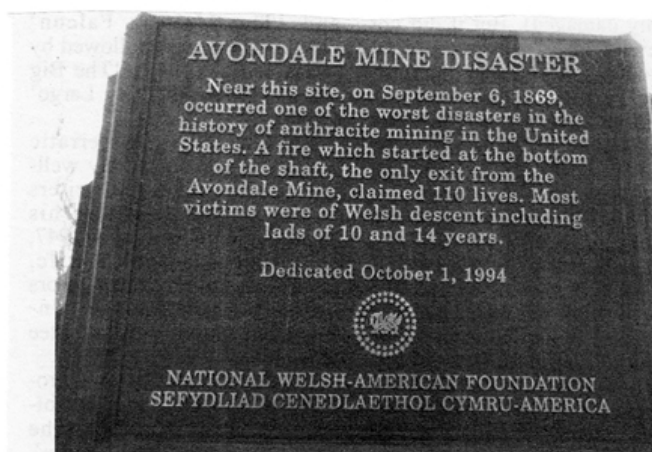
Unfortunately, we have just one preserved article from *Y Drych* (The Mirror), the premier Welsh-American newspaper at the time that discusses the tragedy. Moreover, that issue was from November, two months after the event. The paper was then a nondenominational, Republican paper. This article was really a long letter by Henry J. Philips of the Hyde Park neighborhood of Scranton. He had been a mining engineer for the Delaware, Lackawanna, and Western Railroad (DL&W), which owned the mine. He had witnessed the fire and the rescue. He had also inspected the mine two or three weeks before the fire and, consequently, testified during the coroner's inquest. He wrote, "Ac erf od wythnosau wedi myned heibio, nid yw y teimlad hwnw o barth y trychineb wedi lleihau nemawr" (And although weeks have passed, that feeling from the area of the tragedy has not decreased much). He argued,

disagreeing with the inquest jury, that the fire was not an accident; it had to have occurred by arson. Nonetheless, mine safety laws could have prevented this mass murder. We can hear the voices of other Welsh engineers and mine workers in the coroner's inquest transcript and in the letters they wrote and that are preserved in newspapers in Wales. While they disagreed on the cause of the fire, they, like the press of Wales, agreed on the need for new laws.

There was no clear separation between the Welsh-language presses of America and Wales. They republished one another's articles and letters from the opposite side of the Atlantic. There was really one trans-Atlantic Welsh-language press community. Given that fact and the attitudes of common Welsh Americans, one might expect, therefore, the Welsh-language press reaction in America would be the same as the press reaction in Wales. Oddly, except perhaps for the nondenominational *Y Drych*, it wasn't. If the meagerly preserved issues of the denominational magazines of America are representative, the Welsh-American press was out of step with all of the other Welsh voices discussed so far.

The National Library of Wales has preserved the Congregationalist *Y Cenhadwr Americanaidd* (The American Missionary) and the Presbyterian *Y Cyfaill o'r Hen Wlad yn America* (The Friend of the Old Country in America), both published in Utica, New York, though *Y Cyfaill* was edited by Welsh-born Morgan A. Ellis of Hyde Park, who would likely have witnessed the rescue and the mass funeral in Hyde Park. Both magazines published just a single article in their October issues and nothing in November, suggesting a lack of interest out of step with the scale of the event for the Welsh-American community.

The magazines shared a common apolitical tone. The articles discuss only the discovery of the fire, a detailed description of



the rescue attempt, the recovery of bodies, the number of orphans and widows, and fundraising efforts for survivors.

Despite the popularity of the belief in arson, the articles never mention it. They did not call for mine safety laws. They offered no judgement or blame, except for a single sentence with no elaboration in *Cenhadwr*, "Pe buasai shaft arall yn bod... gallasai y dynion ddianc o'r perygal pan gymerodd le" (If there had been another shaft... the men could have escaped the danger when it occurred).

Congregationalist minister Richard D. Thomas, who had traveled extensively throughout America's Welsh communities in the 1850s, wrote his encyclopedic 1872 *Hanes Cymry America* (A History of the Welsh of America) to catalogue influential Welsh men, churches, and institutions. Remarkably, he says virtually nothing about the Avondale tragedy of just a few years before his book's publication. In his entry on Plymouth, he writes merely that, "To the south of it is Avondale where there was a great disaster!"

Indeed there was. It is remarkable that a fire that killed 110 men and boys, mostly Welsh, that outraged both the English-language press of America and the entire press of Wales, should provoke a mere

description in the denominational Welsh-language press of America and single vague sentence from another minister. Carmarthen's *Seren Cymru* (The Star of Wales) published statements from two Welsh-American ministers in October, E. B. Evans and *Y Cyfaill* editor Morgan Ellis. The Welsh author of the article raised the possibility of arson, but the American ministers downplayed conflict between either workers and the company and between the Welsh and the Irish that many Welsh blamed for starting the fire. Instead, the ministers emphasized the unity of the people of the Wyoming Valley, including the officers of the railroad company that owned the mine.

We must explain this split between Welsh-American ministers and seemingly all other Welsh people on both sides of the Atlantic. According to historians Bill Jones and Ronald Lewis, the Welsh-American elite, especially its ministers, seeking a privileged place for Welsh-speaking people in America, projected to the rest of America through its press, churches, and other institutions, a distinct Welsh identity. Welsh-Americans were to remain Welsh, but that Welshness was a middle-class identity defined in terms of supposed Welsh national traits of piety, chastity, respectability, and soberness, as well as musi-

cal and poetic. But it was also a Republican identity that had opposed slavery, loved a broad democracy, and expressed patriotism for both Wales and America. They explicitly contrasted their respectable Protestant Republicanism with their caricature of filthy, drunken, immoral Catholic and Democratic Irish.

Perhaps Welsh-American ministers responded to Avondale with such disinterest out of fear that working-class demands for mine safety laws and for the company to take responsibility would project an image, not of middle-class respectability, but of intemperate radicalism that might harm the privileged assimilation of the Welsh. The working class, however, had more pressing worries: basic survival in a dangerous industry.

The ministers' efforts failed. Welsh miners, who had been relatively conservative and accommodating in the past, became more organized and militant than ever. It was they, not the English and Irish miners, who drove the 1871 strike in the anthracite fields. But, nonetheless, they retained their privileged assimilation in America, never having faced the discrimination that Irish immigrants suffered.

The split in attitudes between the denominational press and the common Welsh people of the Wyoming Valley does not undermine the fact that the Avondale disaster was experienced as a tragedy for all Welsh people on both sides of the Atlantic. Regardless of class, denomination, language, politics, and region, the people of Wales expressed equal outrage at the deaths of their countrymen that were made inevitable by the incompetence, indifference, or greed of the DL&W. They spoke out in a common chorus with Welsh mineworkers and engineers of the Wyoming Valley, even if those workers' own clergymen remained mute.

139. **Addition for Volume XX:** Planes Nos. 12 (on the left) and 18 (on the right), in 1899-1900, showing wooden tie plates to raise the tracks about three inches. Photo by Hensel that was made into a black and white post card in 1899.



Note the wooden tie plates that were installed on Planes Nos. 12 and 18 (also on Planes Nos. 9, 10, 11, 19, and 20) in 1899-1900 to make it possible, during the conversion of the Gravity line into a standard-gauge rail line, to lower down and pull up those planes standard-gauge gondolas. More about these wooden tie plates is given in Volume XX in this D&H series, pp. 82-83. In Volume XX, we read:

“Many changes on the D&H were announced in an article that was published in March 14, 1899 issue of the *Carbondale Leader*. From that article, we learn that:

- A large force of trackmen were at work on the tracks near the foot of Plane No. 1, widening the narrow gauge tracks to standard gauge.
- The slope road will be abandoned but the trestle will be maintained as far as the steam road for switching purposes.
- The old Gravity car shops will be used as repair and car building shops for the steam railway. This was known to be true because the doorway to the shops was being enlarged and because the tracks leading in and out of the shop building were being widened, the track work under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville.
- The rumor was that the D&H would begin to ship coal over the Honesdale Branch about April first.
- Coal shipped over the Honesdale Branch would be shipped in gondolas and not the small cars (Gravity cars the gauge of which had been widened to standard gauge). A steel wire cable, possibly 2 ½ inches in diameter, will be attached to the loaded gondolas to lower then down Planes 9, 10, 11, and 12. For the gondolas to move down the planes, the rails will have to be raised about three inches to allow the break mechanism to pass over the pullies freely.

- To ship coal over the Honesdale Branch seven crews can be used to advantage over the present system.
- The horseshoe curve/Shepherd's Crook, on the road down to Carbondale from Farview, was regarded as too dangerous a piece of road to maintain, and a way to make that section of roadway safe was being sought. (The solution, as we will show below, was to replace the horseshoe curve/Shepherd's Crook with a switchback.)

Here is the complete text of that article from the *Carbondale Leader* of March 14, 1899:

“MANY CHANGES ON THE D. & H. / April May See an Addition of Several Crews to the Honesdale Branch—New Tracks. / A large force of trackmen are at work on the tracks near the foot of No. 1 plane widening the narrow gauge to the standard. Yesterday the same force was employed in widening the gauge of the tracks on the ‘high works’ to the head of No.28 but this is thought to be for temporary use, perhaps to get the engines and boilers from that place. The slope rode [sic, possibly “road” was intended] will be abandoned but the trestle will be maintained as far as the steam road for switching purposes. / The work now going on at No. 1 foot and the material used indicates that the improvements are of a permanent character. That the old Gravity car shops will be used as repair and car building shops for the steam railway is indicated by the enlargement of the doorway, the work of which is now going on, and the widening of the tracks leading to it and inside. The track work that is being done is under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville. / It is rumoured that the company will begin to ship coal over the new branch about April first [emphasis added]. The trial trips made on the planes between Farview and Waymart with the gondolas and the subsequent raising of the rails about three inches to allow the brake mechanism to pass over the pullies freely is regarded by railroad men as proof that the gondolas will be used instead of the small cars. Another rumor that lends considerable color to the project is that a number of Delaware & Hudson officials recently visited Shamokin for the purpose of inspecting a plane at that place which is used to lower heavy cars. It is said that on this plane a steel wire cable 2 ½ inches in diameter is in use. / The project is a leading topic with the railroad men and one of them has outlined a plan whereby seven crews can be used to advantage over the present system. / The surveyors have finished their work and the profiles of the several routes have been forwarded to Albany for the approval of the officials. Many think that the coming spring will see a radical change in the line. The horseshoe curve is regarded as too dangerous a piece of road to maintain where the company possesses so much land which can be used to advantage in making a less dangerous route.” (*Carbondale Leader*, March 14, 1899, p. 5)”

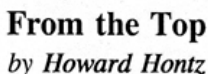
Our thanks to Stacy Gardner, Forest City, PA, for bringing to our attention in this photo these wooden tie plates that were used to raise the tracks on these planes about three inches.

140. **Addition for Volume VIII:** Delaware and Hudson Canal Company conductor's jacket: mint condition, donated to the Carbondale D&H Transportation Museum on August 16, 2018 by Larry Rine, West Lebanon, NH. Shown below are the jacket, the script D&H logo on both lapels of the jacket, and the maker's label on the inside vest pocket of the jacket:



141. **Addition for Volume XV:** The Binghamton D&H Roundhouse burned to the ground in October 1974: In Doug Barron's column ("The Receiving Yard") in the *Bridge Line Historical Society Bulletin*, November 2018, p. 26, we read: "In the 4th Quarter 2018 issue of **TRP** magazine is an article on Binghamton, N.Y. by Jay Winn... The text of the article covers from 1966 to 1976, and there are 42 photos and two maps... The photos range from the cover, with D&H C424 #455 leading train EBBU out of Binghamton in 1983, to D&H U33C #757, which was in the Binghamton roundhouse that burned to the ground in October 1974. [emphasis added]"

142. **Addition for Volume XIV:** Howard Hontz' column in the November 2018 issue of the *Bridge Line Historical Society Bulletin*, Volume 28, Number 11, p. 6, is about the Pennsylvania Division of the D&H. Here is that column:



On July 1, 1958 James K. Bradt retired as Assistant Superintendent of the Pennsylvania Subdivision of the Delaware and Hudson Railroad. His authority and responsibility covered the D&H from Wilkes-Barre, Pa. to Nineveh, N.Y.

At the time, I was an Assistant Trainmaster on the Susquehanna Subdivision, with offices in Oneonta, N.Y., assigned to supervise operations at Schenectady and Mechanicville, N.Y. and other work as assigned by the Trainmaster, Robert (Bob) Clemons. I was still learning the work and what the job entailed, having only held the official position of Assistant Trainmaster for three years.

However, I was selected to fill the vacancy created by Mr. Bradt's retirement, and given the title of Trainmaster. Now, I had no knowledge of the Pennsylvania Subdivision operation, nor of the employees, what the work entailed, and where and how it was accomplished. My experience was all on the Susquehanna Sub. This meant I was starting from ground zero. I didn't know a single employee. I had a lot to learn and not much time to do it; quite a unique position to start from.

I arrived at Carbondale and took a room in the American Hotel. My family remained in Oneonta until I found a second-floor apartment in Carbondale. Moving was to be done by a mover and

by moving van. In older times the company would provide either a boxcar or a baggage car, and allow the employee to load the household goods in it and move it by rail to the new location. This was back in the days when roads were not so good and moving vans were mostly for short hauls. I did not try that option.

My office in Carbondale was on Main Street, in the original Delaware and Hudson Canal Company Offices. There was a D&H phone in the office in a phone booth, which connected to the D&H

General offices in Albany, N.Y. Unfortunately, you could hardly hear if you used it, and during the day it didn't work well at all; therefore, I didn't try to use it. The train dispatchers' phones connected to the Albany dispatchers, which gave a means of communication to the Albany office. I was not unhappy with this lack of communication, as what happened south of Nineveh stayed south of Nineveh unless it was something very serious. As long as we kept loading and moving one coal train after another, both north and south, most sins were ignored. We cleaned up our own mistakes in our own little kingdom, and no one was any wiser. "All good Brotherhood men".

The management staff consisted of myself; Ezra Swartz, Chief Train Dispatcher; and Stanley Farrell, Road Foreman of Engines at Carbondale. At Wilkes-Barre / Hudson was John Mannion, Assistant Trainmaster. Ezra Swartz was a huge help to me, and I depended on him a great deal. Also helpful was John Mannion, as he acquainted me with the physical railroad and yards from Carbondale to and including the four coal mine "breaker yards", and the yards at Green Ridge at Scranton, and Hudson and Wilkes-Barre. However, each time we went out, John would use different routes, I thought he did this to keep me dependent on him to drive me so he could go along. (A fact never con-

firmed).

The operations were condensed in the few miles from Carbondale to Wilkes-Barre. All the rest of the Pennsylvania Subdivision was main line operation from Carbondale to Nineveh. The main line from Carbondale to Scranton was a 4-track system to accommodate the Mine Run crews serving the breakers at Carbondale and Scranton, and the Coal Storage Plant at Duffy's Field, plus the through freight operation. The two center tracks were for the through freight trains, and the two outside or slow tracks were for the use of the mine runs, and also for storage of the empty coal hoppers when the miners were on vacation. When the mines were closed for vacation, the empty coal hoppers returning would require storage room for up to three thousand cars.

The largest breakers were Marvinne at Scranton and Loree at Plymouth, although some of the smaller breakers would load as much as 200 cars of coal a day. The loads were assembled at Carbondale and Hudson, where the largest yards were located.

To learn the operation and try to find ways to improve it, I decided to ride with each crew and study the work. These men were experts with the work and had years of experience. They knew what I was trying for and really helped me.

My tour of duty on the First Subdivision was a pleasure, and a great teaching experience. The employees were very good at their work, and the morale was high. However, my time was cut short when my friend and boss, Chief Trainmaster Gordón Mathewson, died suddenly of a heart attack. This ended a short year for me on this subdivision, as I was selected to fill his position. This began a larger responsibility for me, as the new position covered the entire four subdivisions of the Delaware and Hudson Railroad, and required my relocation to Albany.

I hope to continue this story in a later *Bulletin*.

143. Addition for Volume XI and Volume XX: The Union Station in Honesdale: In the January 27, 1900 issue of *The Wayne Independent*, p. 3, we read the following about the new Union Station in Honesdale:

“Supt. Manville was at Honesdale on Thursday and in company with Master Carpenter Burrell and Contractor Conrad Schroeder inspected the new D. & H. station. Mr. Manville stated that the D. & H. trains, composed of the large coaches, would commence running from and to the new station and over the new parts of the locomotive road on Thursday, Feb. 1. In another column we publish the distance table and in our next issue we hope to be able to print the new timetable. There will be but slight if any changes in the schedule, the time of arrival and departure of trains at the new stations only being added. The time between Honesdale and Carbondale, one hour and twenty minutes, will remain the same as at present, but it will likely be changed on the summer timetable. The Erie will not run up to the new station at present, as no definite arrangement, Mr. Manville says, has yet been made for them to do so, though it will in all probability be consummated later. Mr. Dibble or one of his clerks will sell tickets at the new station.”

Also, in the January 27, 1900 issue of *The Wayne Independent*, p. 3, we read the following about the improved travel opportunities that will be available through Honesdale, via the Honesdale Branch of the D&H and the Honesdale Branch of the Erie that will now be available with the completion of the Honesdale Branch of the D&H:

“There is a prospect that we shall have better passenger train service when the Erie and the D. & H. timetables go into effect next June than ever before. Trains will probably be run through from Carbondale and perhaps from Scranton and Wilkesbarre to and from New York city without change. The passenger facilities on the main line of the Erie are also to be improved and increased and better connections with the Honesdale branch east and west from Lackawaxen is to be arranged on the new schedules. It now looks as though the passenger, freight and coal transportation traffic via Honesdale will be far greater than ever before. At least the companies are planning to meet a greatly increased demand upon their services on their Honesdale branches.”

The first appearance of the “DELAWARE & HUDSON Honesdale Branch Time Table / Passenger Time Table in Effect Thursday, Feb. 1, 1900 [emphasis added]” in *The Wayne Independent* was on page 3 of the issue that was published on February 7, 1900. From that time table, we learn that there were two morning trains (Nos. 82 and 84) and two afternoon trains (Nos. 86 and 88) from Carbondale to Honesdale and two morning trains (Nos. 81 and 83) and two afternoon trains (Nos. 85 and 87) from Honesdale to Carbondale. The stations on the line were: Carbondale, Lookout, Bushwick, Lincoln Avenue, Racket Brook, Whites, Panther Bluffs, Farview Junction, Farview, Waymart, Keen, Steene, Prompton, Fortenia, Seelyville, and Honesdale. At the bottom of the time table we read: “H. G. Young, Second Vice President, Albany, N. Y. / C. R. Manville, Superintendent, Carbondale, Pa.”

A copy of the Erie time table for its Honesdale Branch (between Lackawaxen and Honesdale) that took effect on June 18, 1898, was published in the January 24, 1900 of *The Wayne Independent*. Here is that timetable:

HONESDALE BRANCH.								
No. 106	No. 130	No. 138	No. 142 Sun.	STATIONS.	No. 117	No. 101	No. 127	No. 143 Sun.
P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.
7 55	7 05	1 00	8 00	Lv. N. Y. 23d St. Ar	3 15	9 10	9 52	1 55
7 55	7 00	12 57	7 57	N. Y. Chamb. St.	4 00	9 15	3 00	2 00
P. M.	P. M.	A. M.	P. M.		A. M.	P. M.	P. M.	P. M.
4 35	3 05	9 13	4 10	Lackawaxen	9 37	12 55	6 50	5 40
4 25	2 55	9 04	4 00	Rowlands	9 45	1 04	6 59	5 49
4 17	2 46	8 55	3 52	Glen Eyre.....	9 55	1 14	7 08	5 58
4 08	2 36	8 46	3 43	Kimble	10 04	1 23	7 18	6 08
4 00	2 26	8 39	3 35	Hawley.....	10 14	1 31	7 28	6 18
3 59	2 24	8 37	3 34	West Hawley...	10 17	1 34	7 31	6 21
3 49	2 15	8 29	3 24	White Mills....	10 26	1 45	7 41	6 31
3 40	2 05	8 20	3 15	Honesdale.....	10 35	1 55	7 50	6 40
D. W. COOKE, Asst. Gen. Pass. Agt. New York.								

Time Table in Effect June 18, 1898.

- the stations on the Honesdale Branch of the Erie Railroad: Lackawaxen, Rowlands, Glen Eyre, Kimbles, Hawley, West Hawley, White Mills, and Honesdale
- there were one morning and two afternoon trains daily, and an afternoon train on Sunday, from Lackawaxen to Honesdale
- there were one morning and two afternoon trains daily, and an afternoon train on Sunday, from Honesdale to Lackawaxen

144. **Addition for Volume XXII:** Washburn Street Cemetery: article in *Western Mail WebOnline*, Welsh History Month, Tuesday 10 April 2012, pp. 17-19, "A foreign field, forever Welsh" by Bill Jones. Copy of article given to S. R. Powell by Richard Morgan on October 28, 2018.

A foreign field, forever Welsh

Is the final resting place of those who created what was once one of the most distinctive Welsh communities to exist – the Washburn Street Cemetery in Pennsylvania – the most important in Welsh history? Dr Bill Jones thinks so. Turn the page for his analysis...



ON SEPTEMBER 6, 1889, THE MINE SHAFT AT THE AVONDALE MINE NEAR PLYMOUTH, PA CAUGHT FIRE. 108 MEN AND BOYS LOST THEIR LIVES WHEN THEIR ONLY CHANCE OF ESCAPE WAS BLOCKED. TWO RESCUERS ALSO PERISHED. AVONDALE STANDS AS THE MOST DEADLY MINING DISASTER IN THE ANTHRACITE COAL INDUSTRY.

MAY THE MEN AND BOYS OF THE AVONDALE MINE DISASTER ALWAYS BE REMEMBERED, FOR IN MINING THEIR BLACK BOUNTY NEAR THE DEPTHS OF INFERNAL DARKNESS, THEIR SOULS WERE UPLIFTED TO THE HEIGHTS OF ETERNAL LIGHT.

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WILLIAM LIPSKI

DEDICATED SEPTEMBER 9, 2009

CONNECTING STORIES TO PLACES

Welsh History Month in the Western Mail is sponsored by Cadw.

Cadw is the Welsh Government's historic environment service working for an accessible and well-protected historic environment for Wales.

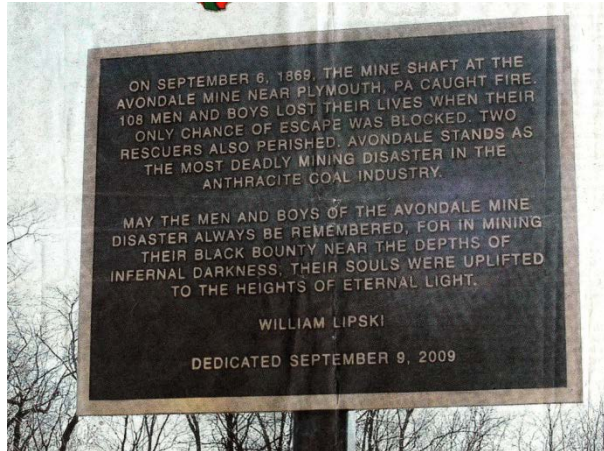
In practice this means that it conserves Wales' heritage, helps sustain the distinctive character of Wales and helps people understand and care about their history. Cadw's director, Manlym

Lewis, said: "Everyone has their own story, some are shared but many are unique and Cadw is working to help connect these stories to historic places in Wales."

"We are pleased to support Welsh History Month and hope that it will encourage everyone to get out and explore not only the 127 sites looked after by Cadw, but the many thousands of amazing historic places all over Wales."

WELSH
HISTORY MONTH

WELSH HISTORY MONTH, SPONSORED BY CADW



A cemetery in America speaks for the great

It could so easily be a cemetery in Wales. Thirty-nine acres full of Welsh history, the final resting place of people who created what was once one of the most distinctive Welsh communities that has ever existed.

Here rest in peace Welsh people of all ages and callings. All around are gravestones marked with familiar Welsh surnames like Davies, Edwards, Evans, Jones, Thomas and Williams. Many of the inscriptions on the stones are in Welsh. Apparently, over a hundred men and boys named John Jones and Williams Evans are buried here.

Here, too, are powerful reminders of the conflicts and tragedies of a turbulent Welsh industrial past. In one historic section lie the graves of 61 men and boys. They died from suffocation underground as a result of a fire in the shaft of the Avondale colliery on September 6, 1869 (the mine only had one shaft and those trapped underground had no means of escape; in all, 110 died). All 61 were buried on September 9 and all the local stores and businesses were ordered to close for the day. The final cortege – 12 coffins and mourners – made its way up to the cemetery at seven in the evening as dusk fell. The tragedy made international news, the Western Mail carrying several reports including lists of the deceased.

In this cemetery, too, are the graves of Benjamin Davies and Daniel Jones, two miners shot dead by soldiers on May 17, 1871 during a disturbance in a nearby street as a long coal strike reached its violent climax. Davies and Jones were buried two days later.

Davies' infant son, Taliesin, had died the morning of the funeral and was buried in the same coffin as his father. A Welsh newspaper estimated that up to 10,000 people were in the cemetery attending the graveside services, which were exclusively in Welsh. Looking on were the soldiers who ringed the graveyard's boundary fence, keeping a nervous eye on the stunned and grieving Welsh community.

A global history

But this hallowed ground isn't in Wales. It's reputedly the largest Welsh cemetery to be found anywhere in the USA, and it's possibly the largest anywhere in the world outside Wales. This is the Washburn or "Welsh" Cemetery in Hyde Park, in the city of Scranton in the north-east Pennsylvania anthracite coalfield.

In the late 19th and early 20th centuries,

DR BILL JONES



in association with



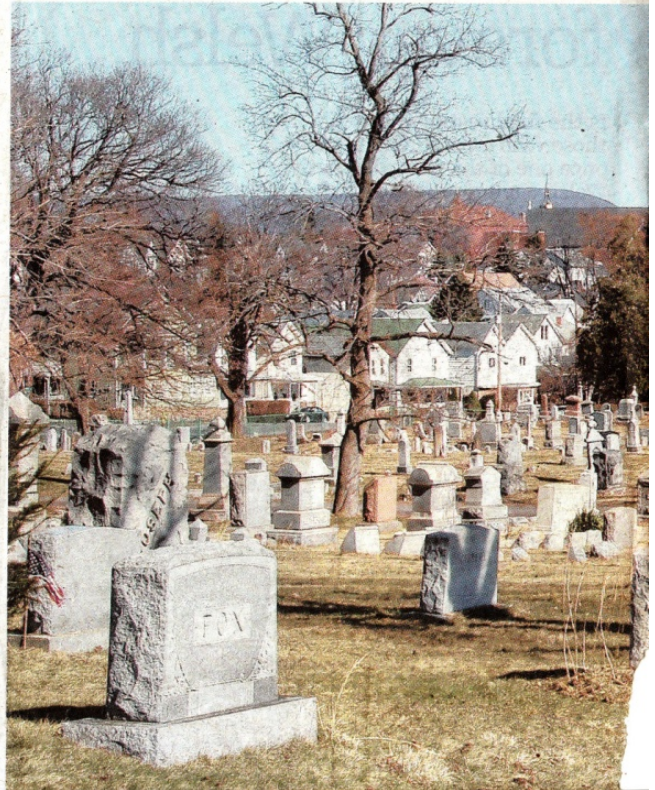
consist of southern Ohio, and the coal and steel towns of Pennsylvania.

The Washburn Street cemetery represents the global history of the Welsh. It's also a fitting memorial to those ordinary Welsh people who made up the bulk of the migrants.

Much of what has been written on the Welsh overseas has inevitably concentrated on those who became famous in their adoptive societies. But Welsh emigration is also a rich human tale of hopes and triumphs and failures and tragedies. The kind of stories that finally came to rest in the Washburn Street cemetery.

"The largest real Welsh community in the world"

The Washburn Street Cemetery also deserves to figure prominently in any list of the most im-



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In the late 19th and early 20th centuries, Scranton was 'the anthracite capital of the world' and was in the top 40 largest cities in the USA. Like so many places in Wales during the same period, Scranton was the child of booming iron and coal industries. No wonder newly arrived Welsh wrote home to say that the place was exactly like Merthyr or Aberdare or Tredegar, to name but three of many obvious counterparts.

Scranton, and especially Hyde Park, where the bulk of the city's Welsh lived, was also the epicentre of Welsh America during the years when Welsh migration overseas was at its greatest.

It may seem far-fetched to suggest that Scranton's Washburn Street cemetery is the most important place in Welsh history. Probably not many of today's readers of the Western Mail have even heard of it, let alone been there. But this foreign field that is forever Wales needs to be remembered and treasured. It ought to be considered as one of the most important Welsh historical sites for several reasons.

First, it symbolises an often ignored important element in the history of Wales. Welsh history isn't just about the Welsh in Wales, or the Welsh in England. Large numbers of Welsh people have become parts of the histories of Argentina, Australia, Canada, New Zealand, South Africa and, of course, the USA, by far the most popular of Welsh emigrant destinations. Because of a frustrating combination of absence of statistical records and the unreliability of those that were kept, we don't know how many Welsh people in total settled overseas. Possibly as many as a quarter of a million people born in Wales were living overseas at the beginning of the 20th century.

The Welsh have a tradition of settling overseas that goes back centuries and still continues today. In some places they settled in sufficient numbers to make a major economic and cultural impact and give those locations an unmistakable Welsh flavour: the Chubut valley in Patagonia, the former goldfield towns of Victoria, Australia; the farming areas in Upper New York State, Wis-

consin of southern Ohio, and the coal and steel towns of Pennsylvania.

The Washburn Street cemetery represents the global history of the Welsh. It's also a fitting memorial to those ordinary Welsh people who made up the bulk of the migrants.

Much of what has been written on the Welsh overseas has inevitably concentrated on those who became famous in their adoptive societies. But Welsh emigration is also a rich human tale of hopes and triumphs and failures and tragedies. The kind of stories that finally came to rest in the Washburn Street cemetery.

"The largest real Welsh community in the world"

The Washburn Street Cemetery also deserves to figure prominently in any list of the most important places in Welsh history because it is a memorial to what was the largest and arguably the most important Welsh community outside Wales and England during the Victorian and Edwardian era. A century ago Scranton was a 'household word' in Wales, as the historian David Williams described it. It was probably the most powerful magnet of all those that attracted people out of Wales during those years. In 1890 nearly 5,000 people who were born in Wales were living in Scranton. Another 5,000 were American-born children of these native Welsh. Nowhere outside England and Wales had so many Welsh inhabitants. They also formed a substantial proportion of the city's total population, forming nearly 15% of the city's diverse ethnic mix.

Scranton was also a very important cultural centre in Welsh-American life and its Welsh inhabitants took that role very seriously. In the late 19th century the city was known as 'Athen Cymru America' (the Welsh Athens of America) because of the richness of its Welsh cultural life. Some of the biggest Welsh chapels in America were located there (some of the buildings still stand). Some of the largest and most prestigious eisteddfodau in America were held there, including the National American Eisteddfodau of 1875, 1880, 1885, 1902, 1905 and 1908, which absorbed the attention of all of Scranton's inhabitants, whatever their nationality, and most of the Welsh in America. According to the Western Mail, the 1880 eisteddfod pavilion 'presented a very brilliant scene at the opening'. Several Welsh-language newspapers and magazines were published in Scranton in the 1860s, 1870s and 1880s, as were English-language ones in later decades. In the great four-day-long World's Fair International Eisteddfod held in Chicago in September 1893, the Scranton Welsh fielded not merely one but two choirs (460 choristers in all) in the Chief Choral for Mixed Voices competition. The Scranton Choral Union, led by the Aberman-born Haydn Evans, won the contest.



So strong was Scranton's Welshness during its Welsh golden era, that in June 1910 the locally-published Welsh-American newspaper, the *Druid*, threw down a remarkable gauntlet. It demanded that the forthcoming Investiture Ceremony of the Prince of Wales, to be held in 1911, ought to take place not in Caernarfon or Cardiff but in Scranton.

Scranton was the best place to host the event, it declared, because 'we are the largest real Welsh community in the world'. And when Caernarfon was chosen as the venue, the newspaper smugly riposted (in September 1910) that Caernarfon should reciprocate by sending David Lloyd George to Scranton so that he could be proclaimed as the 'uncrowned king of the Welsh

communities of industrious Welsh emigrants



WHO ARE YOU BILL JONES?

I'm originally from Llandeilo, Carmarthenshire. I'm currently Reader in Modern Welsh History at the School of History, Archaeology and Religion at Cardiff University. I've been teaching modern Welsh, British and migration history there in English and Welsh for the past 18 years.



I'm also co-director of the Cardiff Centre for Welsh American Studies. I specialise in the history of Welsh migration and the history of the Welsh overseas and have published extensively on these subjects. My PhD thesis and first book was on the history of the Welsh in Scranton, Pennsylvania.

WHERE'S YOUR FAVOURITE PLACE IN WALES?

Contrary to what my article might suggest, my favourite place in Wales is not a cemetery. It's the Brecon Beacons, where I go for long walks as often as I can. Particular favourite spots of mine are on the peaks overlooking Llyn y Fan Fawr and Llyn y Fan Fach.

aster. More than 70 of the 110 victims were Welsh, as were all 61 of those buried in Washburn Street Cemetery, among them William D. Jones, who left a wife and four children in Aberdare. In 1994 the National Welsh American Foundation, working with local groups and heritage organisations, sponsored a plaque commemorating the disaster, which was erected at the entrance to the cemetery. In 2009 a plaque was also erected adjacent to the graves. The local enthusiasts who are determinedly striving to clean up the cemetery and draw attention to its historic sig-



■ The Washburn Street Cemetery in Scranton

people" at the following year's "Big Welsh Day". The Scranton Welsh would much prefer the latter to "the investing of a dozen princes", it said. Hardly surprisingly perhaps, the Scranton Welsh community was widely regarded as being top in almost everything but bottom in modesty. And David Lloyd George did come, eventually, on a rainy evening in November 1923.

Buried in his own graveyard

The graveyard's official name is the Hyde Park Cemetery although it is most often known as the Washburn Street Cemetery. But for generations it has been known as the "Welsh Cemetery" or, as it appears in innumerable death notices and reports of funerals in Welsh-language Welsh American newspapers, "Mynwent y Cymru" or "Claddfa'r Cymru". Even the Scranton City Directories of the late 19th century called it the "Welsh Cemetery".

During its early years it was a small public burial ground for the residents of Hyde Park borough. The cemetery's first "resident" was Margaret Lynch, who died in 1832 and who had no Welsh connections as far as I'm aware. But from the 1840s onwards, as the Welsh presence in Scranton began to grow, so too did the cemetery increasingly bear an indelible stamp of Welshness.

Fittingly, one important strand in the cemetery's history is the benevolence of a Welshman, Thomas Phillips, a leader among the Welsh and one of the most generous philanthropists of his day. In 1862 the original cemetery was expanded when Phillips purchased additional land for a burial ground. At the time of his death in May 1886, the city's Sunday Free Press insisted that "few men are better known or more respected in Hyde Park ... To him we are indebted for the

pretty Washburn Street Cemetery". Born in Nantyglo in 1824, Phillips emigrated to America with his parents when he was eight years old, and came to Hyde Park in 1854. A fine example of the crucial part Welsh industrial skills played in Scranton's spectacular economic development, Phillips became general manager of the Delaware, Lackawanna & Western, the largest coal mining company in the area. His life also epitomises the vibrancy of Scranton's Welsh cultural life and the impact the Welsh made in many other walks of Scranton's life. Among many things he was one of the owners and editors of the Scranton-published *Baner America* (*Banner of America*) newspaper, a founder of the Welsh Philosophical Society, and Republican representative in the Pennsylvania State Legislature in the early 1880s. He was laid to rest on May 5, 1886, "in his own graveyard" as a Welsh-American newspaper put it. His funeral was one of the largest that has ever taken place in West Scranton.

The final resting place of Scranton's Welsh

Welshness burnt brightly in Scranton but relatively briefly. Eventually the Welsh language and Welsh religious and cultural institutions declined as the processes of cultural change and the adopting of new identities gathered momentum. First generation Welsh migrants passed away and subsequent generations regarded themselves far more as American than Welsh and American. And the stream of new Welsh migrants in search of a better life that had constantly replenished the city's Welshness for over half a century dried up in the inter-war years when Scranton, like Wales, experienced a savage economic depression.

In many ways, then, the Washburn Street Cemetery is a striking metaphor for the rise and decline of the city's Welshness. In 1983 a Scranton resident described the cemetery as "the final resting place of the city's Welsh". When I spent time in Scranton in 1981 doing research for my PhD thesis on the Welsh in America, I often asked people I met "where did all the Welsh go?". I vividly remember the answer I invariably got: "They're in Washburn Street."

But the history of the Washburn Street Cemetery is not just a history from below, a history that is now dead and buried. A sense of Welshness and pride in Welsh heritage still lives on in many parts of the world, as the large number of active Welsh societies overseas today shows. Scranton still has a Welsh profile through the efforts of local Welsh societies like the St David's Society of Lackawanna County and the Scranton Welsh Male Chorus.

Preserving for the future

The Washburn Street Cemetery has itself been one of the focal points of present-day Welsh activity in Scranton. Over the years, it has had a troubled history as a result of neglect, poor maintenance and vandalism. Gravestones have been broken or have sunk into the ground and the cemetery is often used as a dumping ground. In the past 20 years local enthusiasts and organisations have worked hard to clean up the cemetery and draw attention to its historic importance because of its links with the 1869 Avondale Mine Disaster. This was the worst disaster in the history of coal mining in north-east Pennsylvania. In its aftermath the state enacted America's first mine safety legislation.

Avondale was also a very Welsh mining dis-

aster. More than 70 of the 110 victims were Welsh, as were all 61 of those buried in Washburn Street Cemetery, among them William D. Jones, who left a wife and four children in Aberdare. In 1994 the National Welsh American Foundation, working with local groups and heritage organisations, sponsored a plaque commemorating the disaster, which was erected at the entrance to the cemetery. In 2009 a plaque was also erected adjacent to the graves. The local enthusiasts who are determinedly striving to clean up the cemetery and draw attention to its historic significance deserve support from Wales.

The Washburn Street Cemetery is 180 years old this year. What better birthday present for this historic site than to recognise it as one of the most important places in Welsh history. This would be very appropriate in 2012, as later this year the North American Festival of Wales, the premier event on the North American Welsh calendar, will be held in Scranton.

The Washburn Street Cemetery's 39 acres are a perfect memorial for us to remember and pay tribute to the story of Welsh people outside Wales in the 19th and early 20th centuries. This evocative field far away from Wales is not "foreign", it's part of the history of Wales. But it's also part of the history of America. What happens to Welshness when it is transplanted in different cultures, languages and nations is a central feature of the complex and diverse history of the Welsh people.

Finally, the Washburn Street Cemetery also lives on as a tribute to ongoing efforts all over the world to keep Welsh heritage and links with Wales alive. Perhaps Hillary Rodham Clinton, former New York Senator, former First Lady of the USA and current US Secretary of State, would agree with me. Unlike David Lloyd George nearly 70 years earlier, on April 10, 1963 she and husband Bill visited the cemetery.

They were there to attend the graveside service of its most well known occupant: Hillary's father, Hugh E. Rodham, who was brought up in Scranton. His mortal remains lie alongside those of Hillary's paternal grandfather and grandmother, Hannah Jones (1852-1922), from Wales. Fittingly perhaps for a Welsh cemetery, it rained heavily the day of the burial.

TOMORROW Talerddig cutting
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most important place in our history
www.walesonline.co.uk/welshhistory/month3